area
screening
canada

SYDNEY REGION

NOVA SCOTIA

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PREFACE

Real Estate Services Directorate of Public Works Canada, on behalf of the Treasury Board Advisory Committee on Federal Land Management (TBAC/FLM) carries out the Area Screening Canada Program to assist in the implementation of the Federal Land Management Policy approved by Cabinet in 1973. The basic principle of this policy is that federal lands should be managed so as to combine the efficient provision of government services with the achievement of wider social, economic and environmental objectives.

In order to help fulfill this policy principle, the ongoing Area Screening Canada (ASC) Program systematically reviews the current use of federal landholdings in selected study areas across Canada. Each ASC report includes a map of government landholdings located within the study area and an urban profile which presents selected information on social economic and environmental factors as well as trends that may have an impact on federal real property management. Land planning objectives of the various levels of government have been compiled to supplement the profile and following general description of the characteristics of the overall federal presence all landholdings are individually examined in their particular local context.

Public Works Canada gratefully acknowledges the participation of the Treasury Board Advisory Committee and other federal departments in the Area Screening Canada Program, especially Environment Canada which provides expert advice on matters of environmental concern. A special thanks is extended to those federal and provincial departments and municipal organizations that provided information and data essential to the preparation of the individual reports. Appreciation is also extended to Public Archives Canada for the provision of the illustration depicted on the cover, which was taken from an exhibition of panoramic maps entitled "Birds-eye Views of Canadian Cities".

All planning information relating to federal properties contained in this report is based upon data provided by the various departments and agencies and is the latest available at the time of research. The principal research for this study was carried out January - March 1981. All project dates referred to were updated in June 1982.

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EXECUTIVE SUMMARY

The Sydney ASC Study area is located in the northeastern part of Nova Scotia on Cape Breton Island. The study area consists of 598.5 km^2 of land with a population of 112 145 in 1976.

Sydney is a commercial centre and port for the surrounding region. The principal economic activities in the study area are coal mining and steel manufacturing. The average rate of population decline within Cape Breton County was 0.2% per annum between 1961 and 1976. The service sector is the largest employer in Cape Breton County and represents the field of education, health and personal services.

In terms of planning, the local governments are concerned with municipal development issues and there is little regional co-ordination except that provided by provincial agencies or the federally funded Cape Breton Development Corporation (DEVCO). The planning emphasis is on the maintenance of traditional central business districts for major commercial and office activities. There is an emphasis on infilling existing zoning of land use rather than altering zoning designations.

The federal and provincial government support municipal objectives through the Neighbourhood Improvement and Residential Rehabilitation Assistance Programs (NIP/RRAP) funding agreements.

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* Since then, Property 8.2.8 has been sold to the Cape Breton Development Corporation (August 19, 1982).

SYDNEY

LOCATION MAP—CARTE DE LOCALISATION

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1.0 INTRODUCTION

1.1 DEFINITION OF STUDY AREAS

The Sydney ASC study area is wholly located within the County of Cape Breton on the island of Cape Breton. The study area is at the northeastern extremity of the Province of Nova Scotia, 432 km from Halifax.

The study area is often referred to as Industrial Cape Breton. This is a crescent shaped area 35 km in length consisting of urban centres which are closely linked to the historic coal mining areas and surrounds the two important natural harbours in the region of Sydney Harbour and Glace Bay Harbour.

The study area includes 598.6 km^2 and had a total population of 112 145 in 1976.

The ASC area comprises part of the Cape Breton Lowlands physiographic province. It lies in a portion that is bounded on the south and southwest by the East Bay Hills and the Boisdale Hills respectively. These features consist of undulating rises and plains of both glacial and marine sediments and rise to elevations of 180 metres above sea level. These terrain features are underlain by significant carboniferous deposits. The physical features are oriented from southwest to northwest and are dissected by the mature river valleys of the Sydney River and Mira River.

The Cape Breton Antigonish Sub-Region of the Acadian Forest Region covers the whole of the study area and consists of stands of white spruce, balsam fir, balsam poplar and of black spruce in areas of wet soils.

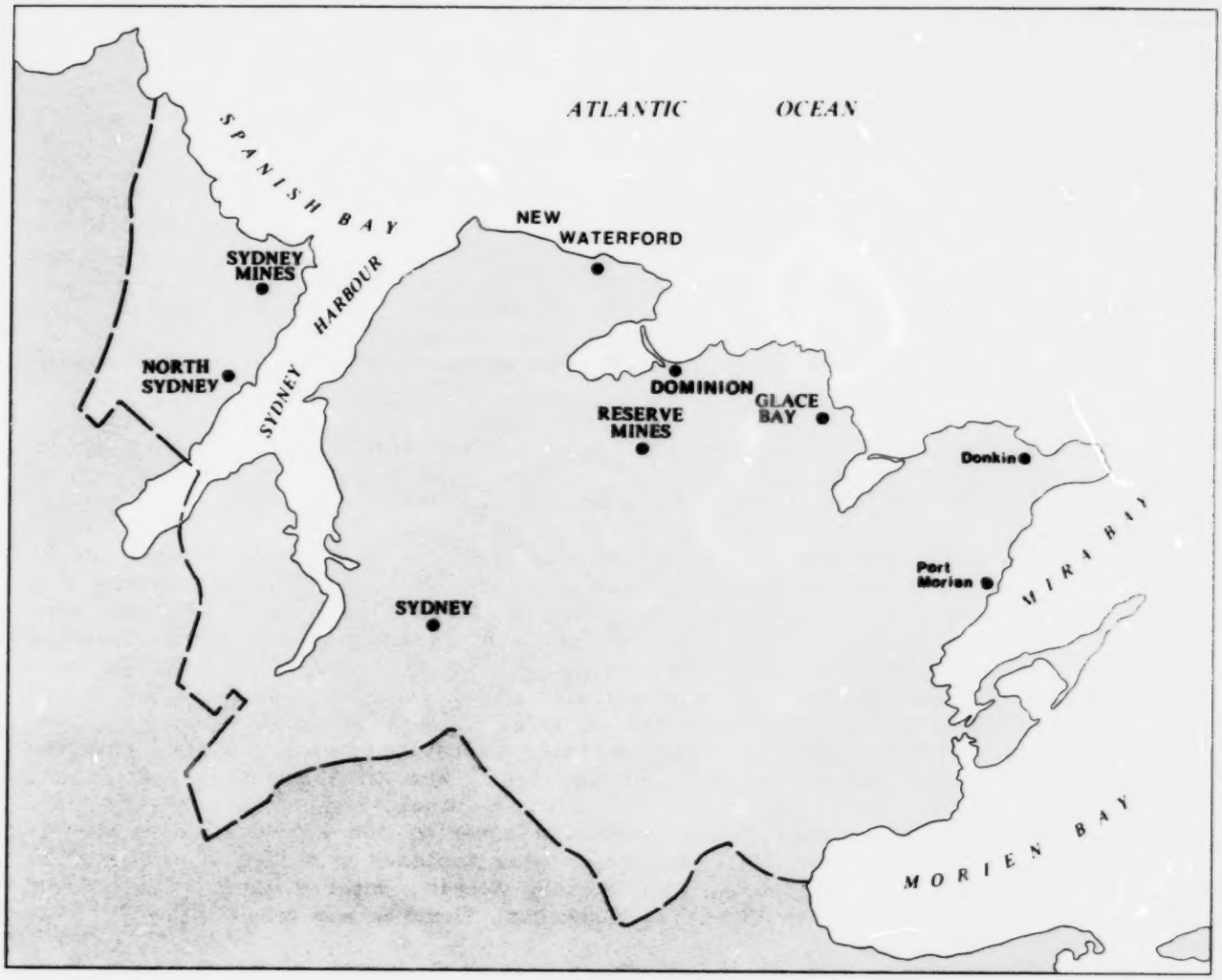
The major urban centre within the ASC area is the City of Sydney. It is located on the southeastern shore of Sydney Harbour. The city covers 16.6 km^2 and had a population of 30 645 in 1976. Sydney is a regional commercial centre and port. Glace Bay is a local commercial centre covering 23.2 km^2 and had a population of 21 836 in 1976. North Sydney is a major marine and rail transportation centre. The town covers 5.4 km^2 and had a population of 8 319 in 1976. Sydney Mines is a community for which the principal economic activity is coal mining and covers 11.9 km^2 and had a population of 8 965 in 1976. New Waterford is a coal mining community and covers 5.3 km^2 with a population of 9 579 in 1976. Dominion is a coal mining community covering 5.6 km^2 and had a population of 2 879 in 1976. The study area includes a number of small urban centres which are Mira, Port Morien, Donkin, Reserve Mines, Scotchtown, Gardiner Mines, New Victoria, Westmount, Florence and Bras D'Or.

The economic base of the study area is coal mining and steel manufacturing. A number of small manufacturing plants produce finished goods and there is a well developed fishing industry.

SYDNEY

STUDY AREA ZONE D'ÉTUDE

N.S.—N.-É.



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2.0 REGIONAL PROFILE

2.1 POPULATION

The population of Cape Breton County has been declining since 1961. The average rate of population decline between 1961 and 1976 was 0.2% per annum for the county.

Table 1

Cape Breton County Population, 1961-1986[1]

Year	Population
1961	131 507
1966	129 572
1971	129 075
1976	128 229
1981*	126 983(1981 Actual was 124 813)**
1986*	126 102

* Projected Data
** Interim Counts 1981 census

Table 2

Sydney Area Screening Canada Study Area Population[2]

Year	Study Area (598.61 km^2)
1971	114 884
1976	112 154

The average rate of population decline for the study area during the period 1971-1976 was 0.5% per annum. Population projections for the county indicate that the declines are going to continue at least until 1986. The 1981 Actual population counts indicates a more rapid rate of decline than previously forecast. An examination of the population pyramid indicates significant out-migration of both males and females in the 20 to 29-year age groups.

1 Nova Scotia Department of Development: Nova Scotia, Population, Household, Family and Labour Force Projections 1977-1986, Tables I, IX, XI.

2 Statistics Canada: 1976 Census of Canada, Provincial Census Tracts, Population and Housing Characteristics, Atlantic Provinces, Catalogue 95-850, 1976.

In 1976, the population density of the study area was very low at 187.3 population per square km. A large portion of the area is vacant rural land. The main concentration of population lies adjacent to Sydney Harbour in the communities of Sydney, Sydney River, North Sydney, Sydney Mines and Westmount. Other concentrations of population are located in the area of Glace Bay and include the communities of Glace Bay, Dominion, Reserve Mines, Gardiner Mines and Donkin. The unincorporated community of Port Morien is located on Morien Bay on the eastern edge of the study area.

The Town of New Waterford is another concentration of population and is located near the mouth of Sydney Harbour.

2.2 ECONOMIC CONTEXT

Coal mining assumed significance in the study area from the 1850's onward. The principal markets were located in the northeastern United States for the expanding steel and foundary industries. In the coal industry forty mines closed during the period of 1921 to 1966. These closures were due in some measure to economies of scale but also because the quality of the coal being mined was unacceptable to most purchasers because of its high sulphur content. A large scale coking operation was not available to improve its quality.

In 1965 the Dominion Steel and Coal Corporation demonstrated its desire to withdraw from the coal mining enterprise. As a result of this action the Donald Commission established the Cape Breton Development Corporation (CBDC) in 1966. The initial goals of CBDC were to continue to operate the remaining coal mines, to rationalize the mining industry and to encourage new industry. Through the late 1960's the corporation had a struggle to obtain markets for coal. With the rise of foreign oil prices since 1973, coal is reassuming viability as an industrial fuel.

Late in the 1970's the Nova Scotia Government committed itself to switch from petroleum fuels over to coal, for power generation. This has been the case, to the extent that 45% of power generated in 1981-82 will be based on coal as a fuel. In 1980, Lingan Number 2 Power Plant was brought on stream with the capacity to produce 150 megajoules per second. This results in a total capacity for power generation of 300 megajoules per second at Lingan, which lies in the Sydney study area. Two further coal-fired units are planned for this location and are scheduled to be on stream in 1983 and 1985 respectively. The new units will each be able to produce 300 megajoules per second.

CBDC has made a major commitment for the expansion of its output. A total of 365 million dollars has been allocated for development at the Prince Mine on Point Aconi and for tunnelling at the Donkin Mine. The major markets for Cape Breton Coal continue to be found in the northeastern United States. The 1980 production in all CBDC mines was approximately 2.7 million metric tons.[3]

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3 Nova Scotia Department of Development: September, 1981 Industrial Cape Breton Fact Book, pg. 34.

New coal mining enterprises are beginning to develop in the area. In 1979, Novaco Limited (a Provincial Crown Corporation) tendered for control of a block of coal. Brogan and Sons Construction Limited is mining 10 000 tons per month at Point Aconi. All of the production is shipped through CBDC facilities.

Steel production in Sydney began in 1900. Until the Second World War production was at a medium scale. By the end of the Second World War the Dominion Steel and Coal Corporation plant was ranked second in Canada. The corporation then suffered from deterioration of the plant and equipment. Dominion Steel and Coal Corporation closed their operations in 1967 because of frequent breakdowns, high overhead and reduced interest in the firm's traditional products.

In 1967, the provincial government stepped in and formed the Sydney Steel Corporation (SYSCO). In 1981 the federal government injected 90 million dollars into the corporation for modernization of facilities and for urgently required pollution controls. Consistent with this action, the provincial government agreed to assume 300 million dollars of the debt load of the corporation.

In 1971, Cape Breton County had a labour force of 40 235 in all industries. The labour force by industry is described in table 3.

Table 3

Labour Force by Industry[4]

Industry	(Labour Force in '000's)
Agriculture	0.3
Other primary industries	4.7
Manufacturing	6.9
Construction	2.6
Transportation and Communications	3.8
Trade	6.1
Insurance	0.9
Service	8.9
Public Administration	2.8
Unspecified	3.2
TOTAL	40.2

4 Statistics Canada: 1971. Census of Canada, Industries Catalogue 94-741, Vol. III - Part 4 (Bulletin 3.44)

In 1971, the manufacturing labour force in Cape Breton County was 14 per cent of the province's manufacturing labour force for the same year. In 1971, the labour force for primary industries (excluding agriculture) in Cape Breton County was 31 per cent of the province's primary industries for the same year. The largest component of this labour force was engaged in coal mining operations.

The 1976 labour force within Cape Breton County was 43 215. The unemployment rate was 14.5 per cent for the year. The labour force participation rate was 47.1 per cent which was below the provincial average.

The 1980 labour force participation rate was 51.5 per cent in Cape Breton Island. The 1980 unemployment rate for Cape Breton Island averaged 12.5 per cent for the year. This was significantly below the provincial participation rate of 57.9 per cent.

The service sector is the largest employer in Cape Breton County and represents the fields of education, health and personal services. The retail sector is the second largest employer and manufacturing, the third largest. The transportation sector is important because of facilities surrounding Sydney Harbour, the regional airport and the Canadian National rail terminus.

The Sydney ASC study area has essentially a primary industry economy, based on steel manufacturing and coal mining. A large portion of the coal extraction in the study area provides support to the steel industry. Sluggish economic conditions in the western nations have increased the competition in the steel industry and even with plant modernization, the general economic outlook for the study area is poor. Any of the potential commercial and industrial benefits of an offshore oil industry are not expected to impact on the study area until the late 1980's. Little real economic growth can be expected in the short term future.

2.3 REGIONAL STRUCTURE

2.3.1 General Structure Approximately 12 per cent of the land (598.6 km^2) in the study area can be considered as urban land. The major urban centres total 68 km^2 and the addition of the smaller centres and the rural municipalities account for the balance.

The major land uses outside of the urban centres are rural residential and agricultural.

Large tracts of developable land are found adjacent to all of the urban centres. Serviced lands are limited however to the urban centres themselves. The existing supply of serviced land is hampered by antiquated sewer and water trunk lines in the core of most of the communities. There is a shortage of serviced industrial land in the region. At present, industrial parks are limited to North Sydney, Point Edward and Sydney.

All land outside of the major urban centres is administered by the County of Cape Breton. An independent agency, the Cape Breton Metro Planning Commission is made up of seven municipal units* and administers building by-laws, zoning by-laws and subdivision regulations as well as providing general planning services. There is no formal regional government within the study area.

2.3.2 **Transportation** Sydney provides the focus for most of the transportation routes on Cape Breton Island. Sydney, located 167 km northeast of the Strait of Canso, is linked with main land Nova Scotia by Highway 105, a portion of the Trans Canada Highway. A four-lane Highway 125 provides rapid access from Sydney Mines to Sydney and will soon be extended to the Lingan Road to accommodate access to New Waterford. The major urban centres of the study area are served by an excellent network of paved radial roads extending from Sydney.

The province is currently involved in twinning Highway 125 between North Sydney and Sydney. This will improve the transit time between these two closely linked urban centres.

An extension of the existing perimeter highway around Sydney to Lingan Road will improve travel times between North Sydney and centres such as New Waterford, Dominion and Glace Bay. This project is scheduled to commence in 1982.

The study area is served by Canadian National Railways (CNR) which has terminals at North Sydney and Sydney. North Sydney is a key rail freight centre. It is from this location that a significant portion of rail shipping from Nova Scotia to the centres in Newfoundland takes place.

Local rail service is provided by CBDC trackage. The use of this trackage is tied to the coal mining industry in the region.

Transport Canada administers the Sydney Airport, located 10 km east of Sydney. Regularly scheduled air travel is provided by Air Canada, Eastern Provincial Airlines and local commercial operators.

CN Marine provides regularly scheduled ferry service from North Sydney to Argentia and Port-aux-Basques, Newfoundland.

Acadian Bus Lines and local inter-community bus lines provide regularly scheduled passenger service and small parcel delivery to the region.

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* These are Sydney, Sydney Mines, North Sydney, Glace Bay, New Waterford, Dominion and the County of Cape Breton

2.3.3 Commerce The City of Sydney is the principal commercial centre of the area. Each secondary urban centre within the study area has a commercial core, to some measure, but the structure of each is distinct. A large portion of all the commercial cores provide an older style of accommodation, whose customers are being attracted to newer shopping malls on the periphery of the city of Sydney. This has resulted in an increase in the amount of vacant office and commercial space in the CBD's.

In 1980, 78 per cent of retail sales in Cape Breton County were in the Sydney - Glace Bay - Dominion - New Waterford area.[5] Shoppers from the other communities in the study area appear to be attracted to Sydney for major purchases in recent years despite similar stores being available locally. This has led to marked declines in the commercial cores of most of the centres such as Glace Bay and New Waterford.

North Sydney - Sydney Mines accounted for 19.4 per cent of retail sales in 1980 because of traditional shopping patterns and the number of shoppers that are drawn from the communities of Sydney Mines, Florence and Bras D'Or.[6] Provincial and federal programs are currently endeavouring to reduce the commercial vacancy rates for these centres through the use of incentive grants. The Province of Nova Scotia Main Street program is being used to revitalize the commercial centres of Sydney, North Sydney, New Waterford, Sydney Mines and Glace Bay.

2.3.4 Industry The most important industry in the study area is the SYSCO plant and its operations at Whitney Pier, Sydney. In 1980, SYSCO employed 3 200 people.[7] Cape Breton County had a total of 126 industrial plants employing 6 489.

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5 Nova Scotia Department of Development: September 1981, Industrial Cape Breton Fact Book, pg 54.

6 Ibid.

7 In 1982, the Nova Scotia Department of Development has indicated that 1 600 people are employed by the SYSCO steel plant operations (From a conversation with A. MacDonald).

Table 4

Sydney ASC, Industrial Plants with 100 Employees or Greater[8]

Industrial Plants	Employees
1. Sydney Steel Corporation	3200
2. Glace Bay Heavy Water Plant	600
3. United Maritime Fishermen, Alder Point	120
4. Highland Fisheries Ltd., Glace Bay	160
5. National Sea Products Ltd., North Sydney	250
6. H.B. Nickerson and Sons Ltd., North Sydney	150
7. Municipal Ready Mix Ltd., Sydney River	125
8. Canadian Newspapers Co. Ltd., Sydney	110

There is one industrial park within the Sydney ASC study area.

The CBDC Industrial Park (SYDPORT) has a total area of 283.3 ha including an estimated 540 industrial sites, of which approximately 220 sites are serviced. A number of the serviced sites are vacant and are being upgraded. The major industries are primary steel manufacture, primary extraction, chemical manufacturing, fish processing, and publishing and printing.

North Sydney is in the process of establishing an area for an industrial park.

2.4 ENVIRONMENT[9]

The environmental issues within the Sydney ASC study area concern all aspects of air, water and land quality.

Currently, there is growth in the size of the coal mining operations in the study area. Accompanying this growth is a concern for the need of pollution controls, to prevent acid water discharge into the surrounding environment, as well as a concern for the control of suspended and dissolved solids in mine waste water. Material handling practices of coal and the prevalence of coal storage piles results in dust emissions.

There has been a problem with the proper disposal of waste rock from the mineshafts and the land reclamation of strip mine operations in the area in order to mitigate environmental impacts.

8 Scotia Department of Development: Nova Scotia Directory of Manufacturers, 1979-80, March, 1980.

9 Environment Canada, Environmental Protection Services, May 1980, Environmental Quality in the Atlantic Province.

The transportation of large volumes of coal by open railcars has potential environmental impacts. There are high levels of particles in the air in Sydney and surrounding air quality has been affected by the smoke, ash, dust and soot from the SYSCO operation.

The maximum tolerable level of dust and other particles has increased on occasion as a result of emissions from the SYSCO steel operation. Other environmental pollutants and by-products of the steel operation include hydrocarbons, poly-aromatic hydrocarbons, phenols, ammonia, oil, grease and cyanide. The coke ovens produce organic chemicals. Many of these environmental problems will be controlled through the implementation of the SYSCO modernization scheduled, for start in 1982, which has identified $14.8 million for pollution controls.

The use of coal and oil for thermal power generation in Nova Scotia has resulted in a significant level of surphur dioxide emissions. The Cape Breton County generating stations at Lingan and Glace Bay produced an estimated 30 000 tonnes of sulphur dioxide in 1978-79. The new plant at Lingan became operative in 1981. There will be an additional 40 000 tonnes per year added to the existing total of sulphur dioxide. Two additional plants are to be added in 1983 and 1985 which will further increase the surphur dioxide emissions unless appropriate pollution controls are installed.

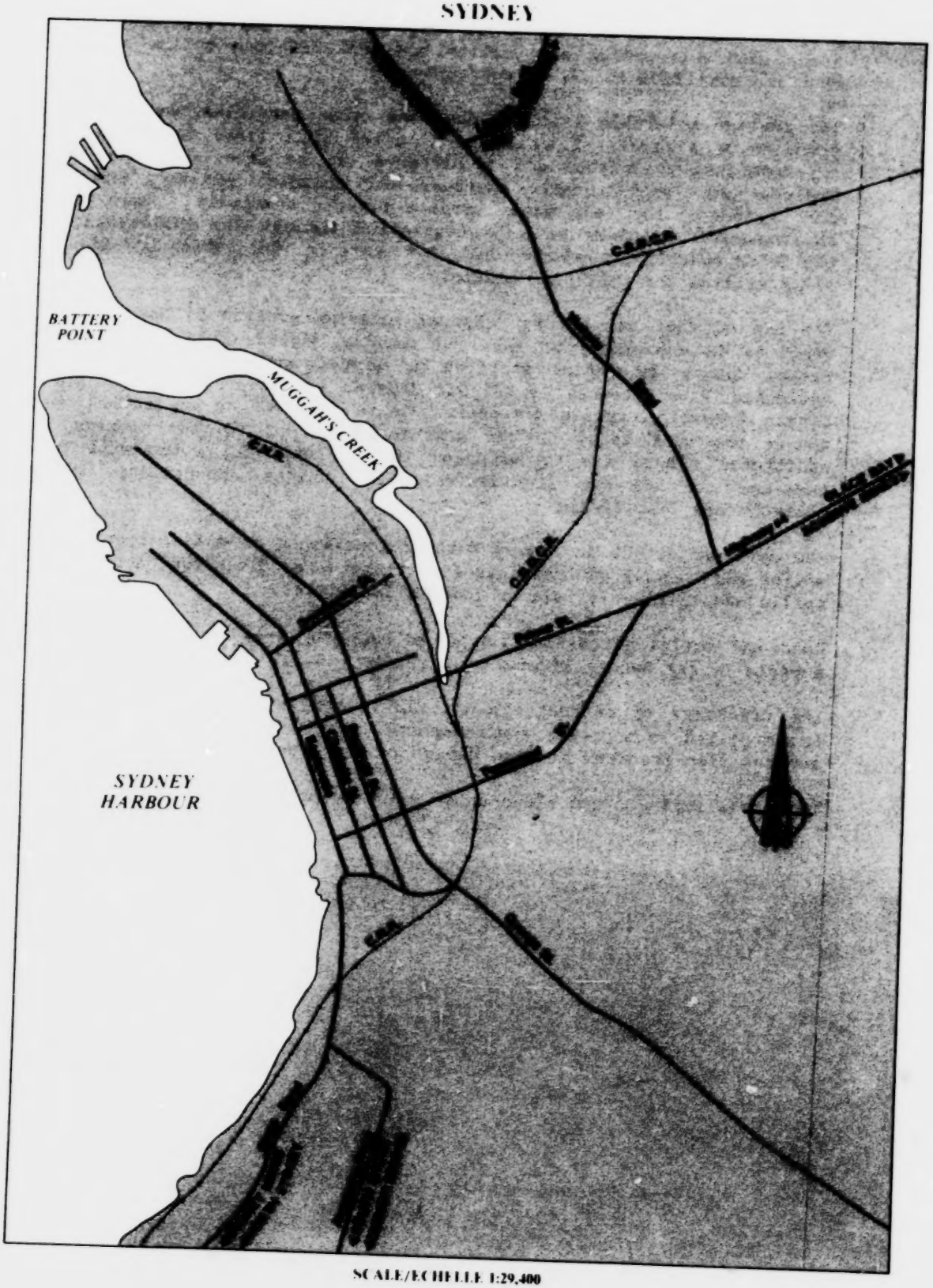
The port operations in Sydney Harbour contribute to some pollution of the marine and coastal environments from bilge water discharge, accidental oil spills and spillage of ore at loading facilities.

Road and building construction contribute to river and stream siltation, especially the Sydney River.

The discharge of untreated municipal sewage into the marine environment has resulted in negative environmental impacts on the mollusc populations and has also resulted in some damage to the lobster population.

The emphasis is on the clean-up of existing pollution sources.

SYDNEY



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3.0 URBAN PROFILE OF SYDNEY

3.1 POPULATION

The City of Sydney had a population of 30 645 in 1976. In 1961, the population of Sydney peaked at 33 617 and has been fluctuating since that time. The decline between 1961 to 1976 is consistent with the general population decline within the study area during this same period. The population included 8 625 households with an average size of 3.4 persons per household as compared to the Nova Scotia average of 3.3 persons per household.[10]

The long-range trends indicate that population declines will continue. However, the impact of recent capital investment from both provincial and federal sources will, to some measure, contribute to reversing this trend by retaining existing work forces. Out-migration has tended to be principally in the 20 to 29-year age groups. This out-migration is expected to continue as skilled young people move into the national job markets of mainland Nova Scotia and other provinces.

3.2 ECONOMIC CONTEXT

Sydney is a regional commercial centre and the principal port for Cape Breton Island. It is the principal centre for primary extraction industries within the region and for primary manufacturing in Nova Scotia. It is also the centre of transportation networks in Cape Breton Island.

The major activities in the city are closely related to the surrounding coal mining operations and port facilities. The controlling depth for the harbour is 11.6 m at lowest normal tides. Sydney has five principal wharves and piers. Three are under the administration of SYSCO with a total berthing length of 560 m. CBDC operates a coal pier with a berthing length of 247 m which is fully equipped for conveyor belt loading at rates of 814 tonnes per hour. Transport Canada administers a public wharf with a total berthing length of 333 m, a bonded warehouse and 9290 m^2 of bonded open storage space. (See PWC Property 8.2.19.)

Economic activity in Sydney has been based on the development of the steel operations at Whitney Pier. This waterfront property covers 260 ha. SYSCO holds an additional 1600 ha in the Sydney area.

The economy of Sydney is volatile at present. The economic history has been characterized by a steady rate of decline in industrial productivity, declines in commercial productivity, high unemployment and a continuation of the existing single industry base and infrastructure.

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10 Statistics Canada: Census of Canada as quoted in Cape Breton County Statistical Profile, Nova Scotia Department of Development, July, 1979.

Recent actions by the province and the federal government have resulted in the influx of 90 million dollars for Sydney Steel Corporation modernization and the reduction of the debt load of the corporation. Modernization will improve the plant's competitive capability in both national and international markets. A re-strengthening of the labour pool will be possible during the construction period, as skilled tradesmen become employed.

The economy of Sydney is expected to strengthen with the continued influx of capital investment from government and private sources. Declines in population and in economic strength may continue to be evident in the community, until the primary steel industry regains its position of competitive strength and the effect of investments in other regional industries occur to support Sydney's role as the regional commercial centre. The 1981 downturn in the economy has created soft markets for Sydney Steel. A successful turn around of the Sydney economy will depend on general recovery in the Canadian economy.

3.3 URBAN STRUCTURE

3.3.1 General Structure Sydney developed on the peninsula between Muggah's Creek and the South Arm of Sydney Harbour. Early road networks branched out from the waterfront on the South Arm. The principal route is referred to as King's Road and provides the link between the town of Sydney and the Bras D'Or Lakes.

Early settlement in Sydney was located near the waterfront, along the Esplanade and Charlotte Streets. Charlotte Street now forms the core of the principal commercial area of Sydney. Whitney Pier developed on the eastern shore of Muggah's Creek. Eventually the urban development of the two communities merged and was amalgamated into Sydney. Whitney Pier was noted as a working class area. Even to the present day, the Whitney Pier area is only linked to Sydney proper by Victoria Road.

Industrial land uses in Sydney lie principally between Whitney Pier and downtown Sydney, along the waterfront and around the tip of the peninsula called Battery Point.

Commercial activity of Sydney is located in the CBD along Charlotte, Esplanade and Bentinck Streets, from Dorchester Street to Townsend Street. A number of blocks zoned for commercial development extend east from the intersection of Townsend Street and Prince Street, to the edge of the city. A commercial strip in Whitney Pier is also evident along Victoria Road. A strip of commercial land along King's Road includes a number of motels.

Residential areas of Sydney are located in Whitney Pier in the north and the area south of Prince Street to King's Road. An area of high density residential land use surrounds the commercial core.

3.3.2 Transportation King's Road provides the major highway link between Sydney and the communities of North Sydney and Sydney Mines. This road runs adjacent to the shoreline of the South Arm of Sydney Harbour and leads to Sydney River as well.

Alexandra Road branches off to serve the rural communities along the upper portions of the Mira River. George Street developed originally as a military trunk road to Louisbourg, now serves as the main connection with the coastal communities of Mira, Catalone and Main-a-Dieu.

Prince Street developed as a road link with Glace Bay and now serves as part of Highway 4. The Sydney airport is accessible by this highway. Victoria Road connects the communities along the northeast side of Sydney Harbour. Lingan Road branches off this route and provides access to the communities of New Waterford and Dominion.

All major roads focus on the CBD of Sydney. The routes are generally congested, traffic densities are severely affected by pavement widths and bottlenecks in traffic flow occur frequently. In addition there are conflicts between road and rail routes.

A number of off-street parking areas are available in the CBD. There is an inter-urban bus system which provides service between Sydney and other regional communities.

Sydney is served by both Canadian National Railways (CNR) and Cape Breton Development Corporation Railways (CBDCR). CBDCR is used principally to provide transportation of coal from the surrounding coal mines to SYSCO steel operations and to the CBDC coal pier, Number 4. CNR has one mainline track and marshalling yard and loading docks on the western shore of Muggah's Creek. The present location of the railway yard hinders any further expansion of the CBD in this direction.

3.3.3 Commerce The heart of Sydney's CBD is Charlotte and Dorchester Streets and it is bounded on the east by George Street and on the west by Esplanade Street.

The recent development of shopping centres on the periphery of Sydney and on Prince Street has resulted in the relocation of some retail activities from within the CBD. A major shopping centre outside of the city boundary, on highway 4, has had the most significant negative impact on retail trade within the CBD. As a result, commercial vacant space has increased and the focus of retail trade is shifting away from the CBD. There is an ample supply of commercial property available in Sydney to accommodate any new interests.

Approximately three-quarters of all retail trade in Industrial Cape Breton takes place in the Sydney, Glace Bay and New Waterford area, with Sydney having the major share. This pattern is expected to continue in the future. The SYSCO modernization, addition of new power plants at Lingan and potential hotel and office tower developments will continue to enhance Sydney's role as a regional commercial centre and distribution centre. Total retail sales in Sydney were 121 627 000 dollars in 1976.[11]

3.3.4 Industry The SYSCO steel and coking plant is the principal industry in the community and draws its material resources from Cape Breton Island, other areas in Canada and other countries. Iron ore comes from both Labrador and Brazil. Limestone comes from Irish Cove, Cape Breton Island and concrete comes from Sydney and Sydney River. The production of metallurgical coke for the steel plant comes principally from the coal mined in CBDC operations. This coal is mixed with low volatile coals from offshore imports to reduce the sulphur content. The steel plant and associated industries occupy the majority of the land zoned for heavy industry. Small areas within this zone are vacant.

Light industry is located on the periphery of this heavy industry zone, principally between George Street and Muggah's Creek. The land use is fairly intensive and only scattered parcels are vacant. Within this zone there are a number of commercial and residential properties which are non-conforming uses.

Government involvement in industry is very significant. The principal industries within Sydney are owned by two Crown corporations, SYSCO and the CBDC. Grants and loans to business have been made available by federal departments and agencies such as DRIE, CBDC in support of Federal-Provincial general development and subsidiary agreements.[12] The Province of Nova Scotia has supported local business through the Rural Industry Program which provided 8 grants to Sydney industries over the period April 31, 1980 to March 29, 1981. These grants resulted in an additional 19 full-time jobs in Sydney.

Major investment in SYSCO modernization will provide the major impetus to local industry over the coming five-year period.

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11 Statistics Canada, Census of Canada, 1976 as quoted in Cape Breton County Statistical Profile, Nova Scotia Department of Development, July 1979.

12 DREE: Economic Development Prospects in Nova Scotia, December 1979.

3.3.5 Housing Sydney provides the principal housing stock in the Cape Breton area.

Table 5

Percentage of Dwelling Units by Type of Structure, 1976[13]

Type of Structure	Sydney (1971)	Sydney (1976)
Singles and Doubles (%)	70.7	73.4
Row and Apartment (%)	29.3	26.6
Mobile	-	-
Total Number of Units	8,045	8,625

The housing market is characterized by a preponderance of single family dwellings. There are no mobile homes within Sydney proper and the housing stock is much older in industrial Cape Breton than in the country as a whole.[14]

CMHC has indicated that rental accommodation is in such high demand in Sydney that a May 1979 survey revealed a vacancy rate of zero in most large structures. There are many multiple family households in Sydney.

In 1979, the total cost of constructing a home in Sydney was 39 556 dollars. By 1980 this figure had jumped to 43 492 dollars. In 1979 and 1980, land costs alone were $4 290 and $5 021 respectively.[15]

Land sales in the county surrounding Sydney indicate that there is a strong move out of the city. Whether this occurs to get away from urban noise and pollution or for economic reasons is unclear. Lower taxes in the county could account for some of the movement as well as excellent land availability. In Sydney, most of the recent construction has occurred on the empty half of double lots.[16]

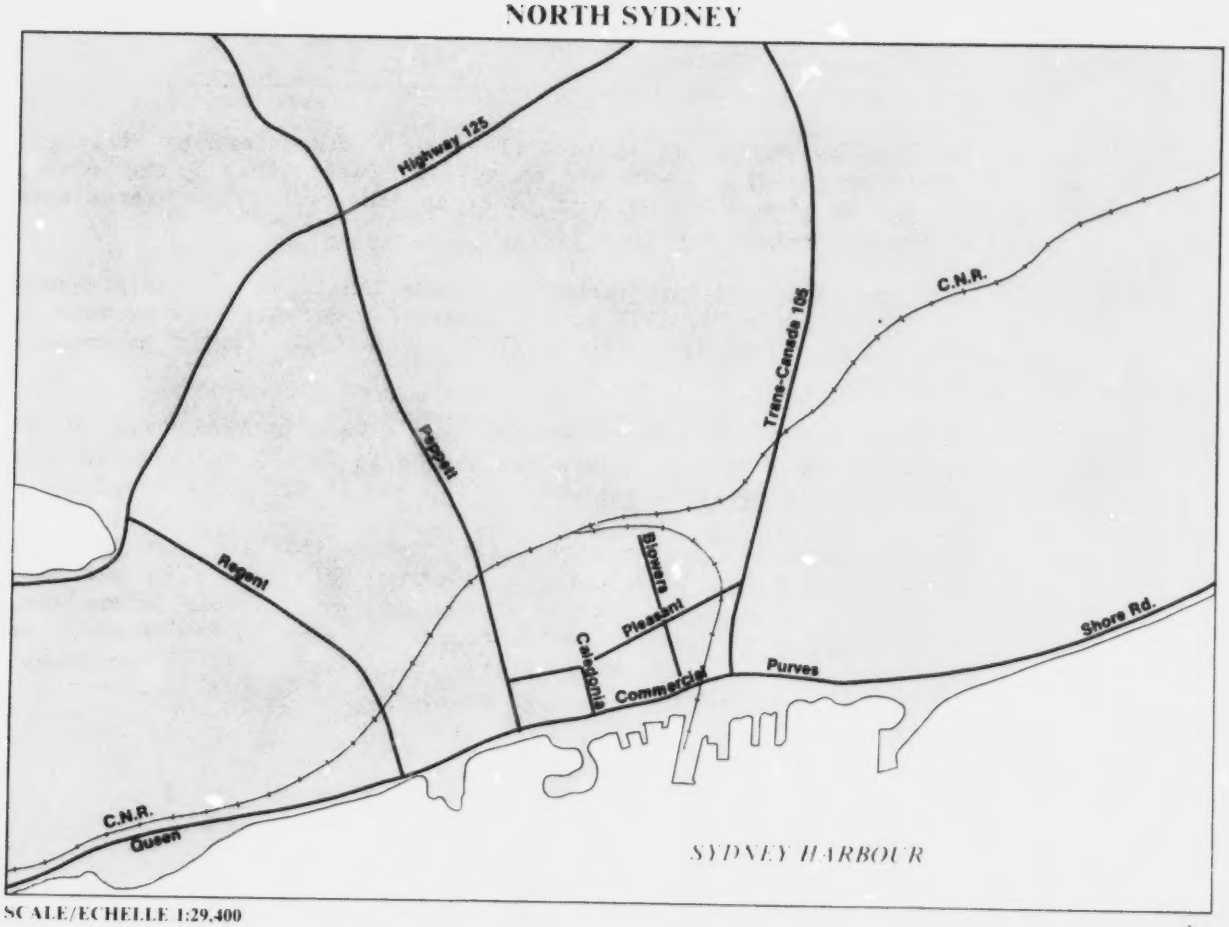
13 Statistics Canada: Census of Canada Catalogue 93-802, 1976.

14 Central Mortgage and Housing Corporation, Industrial Cape Breton - A Housing Market Study, Wm. A. Collins, December, 1979, p. 31.

15 Central Mortgage and Housing Corporation, Canadian Housing Statistics, Statistical Services Division, Ottawa, March 1981. Table 80.

16 Central Mortgage and Housing Corporation, Industrial Cape Breton - A Housing Market Study, Wm. Collins, December, 1979.

NORTH SYDNEY



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4.0 URBAN PROFILE OF NORTH SYDNEY

4.1 POPULATION

The town of North Sydney had a population of 8 319 in 1976. At its peak in 1966, the town had a population of 8 752 and has been declining ever since. This decline is consistent with the overall decline within the study area during this same period. The 1976 population of North Sydney included 2 328 households with an average size of 3.5 persons per household. This is above the Nova Scotia average of 3.3.[17]

4.2 ECONOMIC CONTEXT

The economic activity in North Sydney has been based on the coal industry and port operations. A large percentage of the local labour force is still active in coal mining. With the coming of CNR and CN Marine the town became strongly linked with the transportation industry. The second major activity is fish processing and the third is boat and vessel repairs.

CN Marine is currently modernizing its operations. This has resulted in layoffs to workers that handle package freight. It is highly probable that other layoffs will take place as CN Marine reconsiders its scheduling and vessel procurement program.

4.3 URBAN STRUCTURE

4.3.1 General Structure North Sydney was established in the shelter of Northwest Bar on the northern shore of Sydney Harbour. It has a grid street pattern centering on the intersection of Blowers and Commercial Streets.

Initial settlement was along the shore and later took place along Gannon Road and Peppett Street. These routes extend inland toward St. Andrews Channel and the Little Bras D'Or Channel. Recently, a modern highway has cut the community into two halves where the Trans-Canada Highway meets the CN Marine facility.

Industrial land uses in North Sydney are located on the water's edge at the foot of Wilkie Street and Purves Street, extending south along the waterfront. A transportation industrial corridor extends back to the CNR marshalling yards adjacent to Lily Lake.

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17 Statistics Canada: Census of Canada as quoted in Cape Breton County Statistical Profile, Nova Scotia Department of Development, July 1979.

The CBD is located along Commercial Street between Blowers Street and Union Street and extends westward from the waterfront for two to three blocks. A shopping centre is located on the southwestern edge of the town, on King Street.

The principal institutional land use in North Sydney is an exhibition ground and dirt track which are used for regional fairs.

Residential land uses are dispersed throughout the community and are adequate.

4.3.2 **Transportation** North Sydney has traditionally been a port facility. The use of Sydney Harbour during the Second World War as a convoy marshalling point strengthened its role.

The construction of the CNR links with the community and the improvements made to wharf facilities began to change the focus of the community from coal extraction, to the shipping of many strategic raw materials.

Since Newfoundland's ties to England were reduced during World War II, a ferry service began to ply across the Cabot Strait, to Port-aux-Basques.

The joining of Newfoundland to the Canadian Confederation in 1949 strengthened the transportation links. At present, North Sydney is served by CN Marine ferries to Port-aux-Basques and Argentia. Railway rolling stock is the principal article shipped but passenger service is still available.

North Sydney is served by two divided highways. One is the Trans-Canada Highway (Route 105) and a regional trunk road, Provincial Highway (125).

Inter-urban bus service is available to Sydney.

4.3.3 **Commerce** The heart of North Sydney's commercial area is appropriately located along Commercial Street. A large portion of the office and commercial buildings in the commercial area date back to the turn of the century, or earlier. The majority are in poor to fair condition. As a result of the development of the North Sydney shopping centre, on the western boundary, there is a noticeable decline in commercial uses in the downtown area. A number of buildings have been boarded up or demolished for parking purposes. A specialized commercial area is located on the waterfront which serves the requirements of the fishing fleet. Resurgence of the coal industry should help strengthen the commercial activity in North Sydney. The commercial shopping complex on King Street has nine serviced commercial lots available.

4.3.4 **Industry** CN Marine ferry terminal operations and related CNR activity are the major industries in North Sydney. CNR have a marshalling yard in North Sydney that feeds the ferry terminal with freight. From the ferry terminal, year-round service is provided to Port-aux-Basques, Newfoundland. There are four departures daily and these include trucks, trailers, railcars, containers and passengers. Summer service is also provided to Argentia, Newfoundland. The other industry in North Sydney is fisheries related. National Sea Products and H.B. Nickerson and Sons Limited operate two fish packing plants which together employ 400 people. Light metal fabrication industry and cabinetry industries are also located in the community.

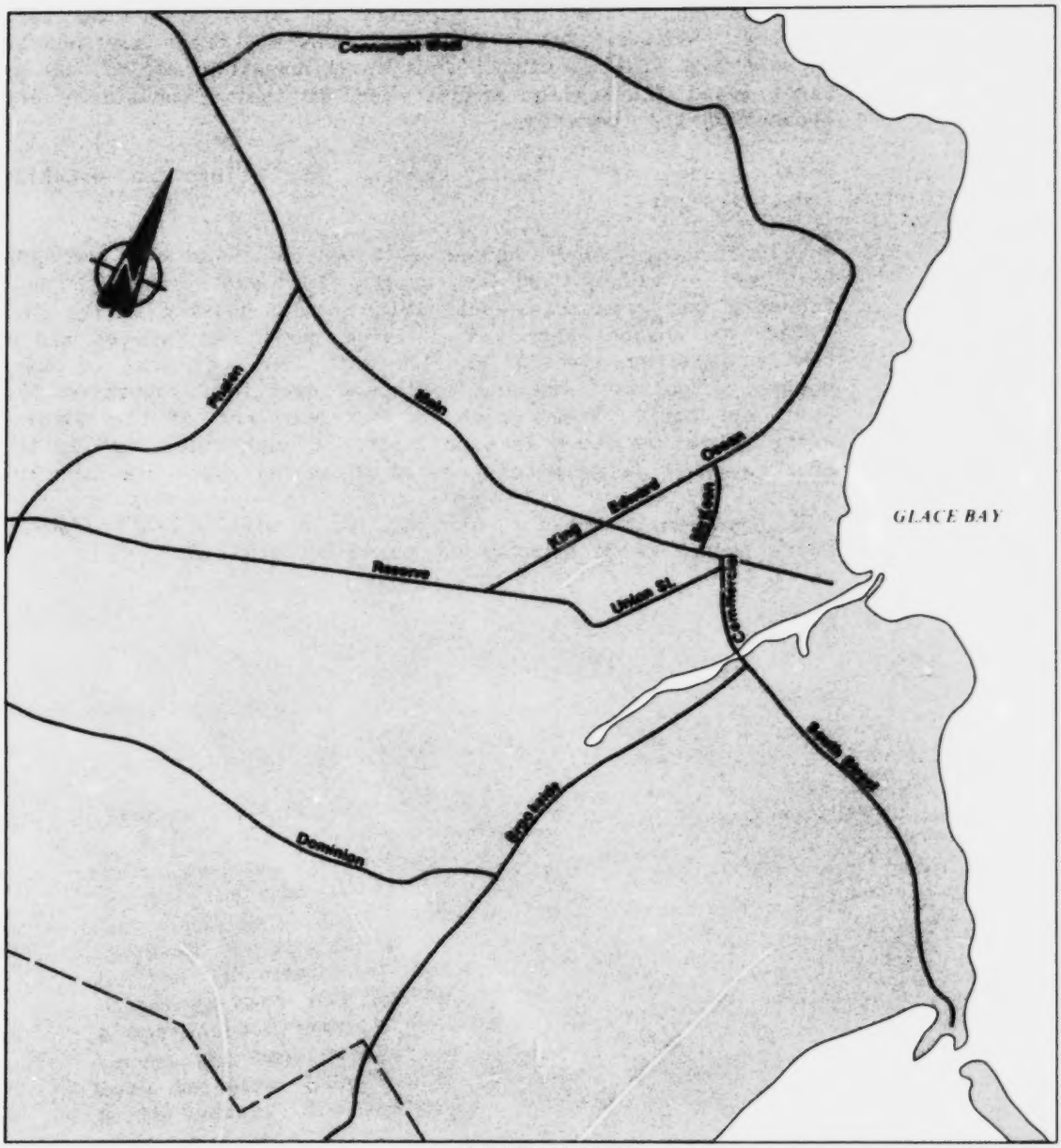
North Sydney is currently making the effort to establish an industrial park.

4.3.5 **Housing** North Sydney serves as a bedroom community for Sydney as well as providing housing stocks for employees of the local industry and commercial activities. The housing market in North Sydney is characterized by a large number of single and double family dwellings, which in 1976 were 76.9 per cent of the total number of units. Row and apartment dwellings comprised 22.8 per cent and mobile homes made up 0.3 per cent of the total 2 145 units. Housing stock in Cape Breton is much older than in the rest of Canada. A large percentage of the total units pre-date 1920.[18]

CMHC 1981 estimates for the cost of a single family dwelling in North Sydney range from 40 000 to 45 000 dollars.

18 Statistics Canada: Census of Canada, Catalogue 93-802, 1976.

GLACE BAY



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5.0 URBAN PROFILE OF GLACE BAY

5.1 POPULATION

In 1951, the town of Glace Bay had a peak population of 25 586. Ever since then, it has been declining. In 1976, the town had a population of 21 836. This is consistent with the overall population decline within the study area during the same period. The 1976 population included 5 808 households with an average size of 3.7 persons per household. This is above the Nova Scotia average of 3.3 persons per household.[19]

5.2 ECONOMIC CONTEXT

Glace Bay is a local commercial centre which developed around the fishing harbour of the same name. The economic activity has been based on the two main, traditional industries of fishing and coal mining. The economy has been depressed for a number of years. The presence of the AEC, Glace Bay Heavy Water Plant provides a steadying force to the local economy. Seaboard Power Plant provides some employment in support of the industrial plant.

With the upswing in the coal industry and especially with the new mine at Donkin, there is hope for a more viable local economy. SYSCO modernization will have a positive impact on Glace Bay, because of the number of residents who commute to Sydney for employment.

5.3 URBAN STRUCTURE

5.3.1 General Structure The town was established adjacent to Glace Bay Harbour and early development was dependent on the fishing industry.

The early settlement was centered between Commercial Street, Main Street and the harbour. Development has radiated out from this point along natural routes to adjacent and surrounding communities.

Industrial land uses areas are located next to Big Glace Bay Lake and are fully occupied. A small area of industrial land use is located at the mouth of the harbour and one is located adjacent to the CBD, on Union Street. A number of spot zoned industrial areas are to be found scattered throughout the community and are related to CBDC coal operations.

Commercial land uses stretch from the junction of Commercial Street and Main Street in a fan shaped pattern towards the coastline, for about two blocks. A number of spot commercial zones are scattered throughout the town. The Sterling Mall is located on Sterling Street adjacent to the CBD.

Residential land is scattered throughout the community and there are a large number of low density areas suitable for further residential development.

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19 Statistics Canada: Census of Canada as quoted in Cape Breton County Statistical Profile, Nova Scotia Department of Development, July, 1979.

5.3.2 Transportation Glace Bay is continuing its traditional role as a fishing port and related activities for small craft are an active facet of the transportation system.

Road access to the community is good and a number of CBDC Railway lines and spurs provide excellent service to the community. An inter-urban transit service exists between Glace Bay and Sydney as well as other neighbouring communities.

Dominion Street and Reserve Street are the principal arteries connecting the community with Highway 4 to Sydney. Main Street is the major artery through Dominion to New Waterford and the coast, to the west. Highway 255 provides excellent access to Donkin, Port Morien and Louisbourg.

5.3.3 Commerce A number of buildings in the area of the CBD are in fair to good condition. A shopping centre is located on King Edward Street which lies within the CBD. This is a strong commercial district with a good variety of stores. The community is a local service centre with the majority of retail activity being in the general merchandizing category. Some of the commercial activity also serves the local fishing fleet. Resurgence of the coal industry will further strengthen commercial functions within the community.

5.3.4 Industry A major industry in Glace Bay is the AEC Heavy Water Plant. This facility employs 600. The operation is expected to remain in the community for some time to come but its future depends upon political as well as economic factors.

The fishing industry is amply represented by a number of small firms. Highland Fisheries Limited, the largest firm, has a packing plant that employs 160. There are also a number of other smaller fishing industrial operations which employ smaller numbers of people per firm.

CBDC mine operations are the single largest employers. Number 26 Colliery, located in Glace Bay, employs approximately 1200 people.

New mine openings at Donkin and elsewhere will permit some small industries to rise up to fill the demands of these new activities. No new industry of major proportions is foreseen for the area over the next five years.

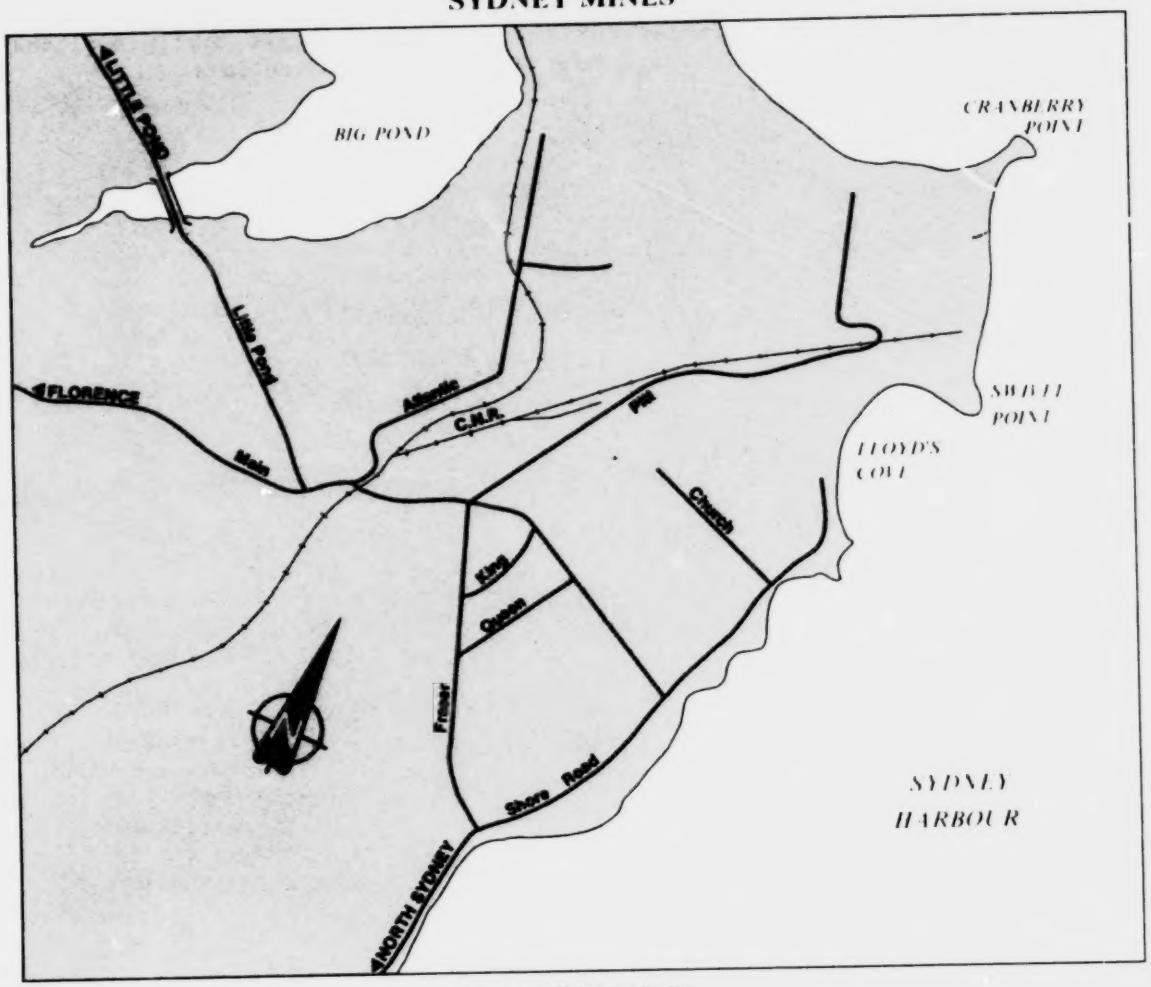
5.3.5 **Housing** Glace Bay serves as a bedroom community for Sydney as well as providing accommodation for employees of local industries and commercial activities.

The housing market in Glace Bay is characterized by a large number of single and double family dwellings, which in 1976 were 89 per cent of the total number of units. In the same year row and apartment dwellings were only 11 per cent of the total 5 810 units. Houses in Cape Breton are older than elsewhere in Canada. Many predate World War II and a significant number were built in the 1920's or earlier.[20]

CMHC 1981 estimates for the cost of a single family dwelling in Glace Bay would range from 30 000 to 40 000 dollars.

20 Statistics Canada: Census of Canada, Catalogue 93-802, 1976.

SYDNEY MINES



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6.0 URBAN PROFILE OF SYDNEY MINES

6.1 POPULATION

In 1966, the town of Sydney Mines had a peak population of 9 171. Ever since then, it has been declining. In 1976, the town had a population of 8 965. This is consistent with the overall population decline within the study area during the same period. The 1976 population included 2 199 households with an average size of 4.0 persons per household. This is significantly above the Nova Scotia average of 3.3 persons per household.[21]

6.2 ECONOMIC CONTEXT

Sydney Mines is a local commercial centre that was established in support of early coal mining industry in the area, which has remained its principal focus of economic activity.

With the expected upswing in the coal industry, especially new developments at the Point Aconi mine, there is more hope for an active local economy. A number of local workers are currently employed by the SYSCO operation in Sydney, thus the modernization effort there will have a positive impact.

6.3 URBAN STRUCTURE

6.3.1 General Structure The town of Sydney Mines was established at the mouth of Sydney Harbour between Barrington Cove and Lloyd's Cove. Early settlement occurred, between this area and the town of Florence, as mine shafts were driven.

Industrial land uses areas are located between Pitt Street and Atlantic Avenue and are made up principally of CBDC land holdings.

The commercial land use is located around the intersection of Pitt Street and Fraser Avenue and along a portion of Main Street. A number of spot commercial zones are located throughout the community.

Residential land is scattered throughout the community, and is generally low density in character.

6.3.2 Transportation Sydney Mines is accessible by Highway 125 from Sydney and North Sydney. The Shore Road provides local access to North Sydney. Regional roads provide excellent road connections to Little Pond, Florence and Bras D'Or. The radial street patterns focus on the intersection of Pitt Street and Fraser Avenue. Rail service is provided by CNR from North Sydney and services CBDC property and small industries within the community.

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21 Statistics Canada: Census of Canada, as quoted in Cape Breton County Statistical Profile, Nova Scotia Department of Development, July, 1979.

6.3.3 Commerce Sydney Mines CBD is located along Main Street around the intersection of Pitt Street and Fraser Avenue. The buildings in this area are generally in fair condition. This is a local commercial area with the main emphasis on general merchandizing.

6.3.4 Industry In addition to the CBDC coal mines that are still operating, the Princess Mine, on Pitt Street is currently being run as a tourist attraction.

A number of smaller industries involved in woodworking and light metal fabrication are located in the community.

6.3.5 Housing The housing market in Sydney Mines is characterized by a large number of single and double family dwellings, which in 1976 were 90.7 per cent of the total number of units. Row and apartment dwellings made up only 9 per cent and mobile homes made up 0.3 per cent of the total 2 010 units. Houses in Cape Breton are generally older than elsewhere in Canada and many were built in the 1920's or earlier.[22]

22 Statistics Canada: Census of Canada, Catalogue 93-802, 1976.

7.0 GOVERNMENT LAND PLANNING OBJECTIVES AND REGIONAL CONCERNS

The land planning objectives of the four levels of government (federal, provincial, regional and municipal) are presented as criteria to help assess the appropriateness of current use of federal holdings in the communities under study. It is felt that these objectives accurately reflect the revised interests of federal land management. The objectives range from the general (federal and, to some extent, provincial), implying broad national or regional concerns, to the specific (regional and municipal) indicating detailed directions for community growth and change. The reader will note that objectives are what each government attempts to achieve in a particular policy area and that programs and projects represent increasingly more specific means to achieve the stated objectives.

7.1 LOCAL OBJECTIVES

The following objectives were obtained through discussion with local officials and are common to all the municipalities within the Sydney Area Screening Canada study area.

A. GENERAL DEVELOPMENTS

(i) Objective: To establish a strong and vital CBD that provides a wide variety of commercial, personal and leisure services.

Programs/
Projects: **Sydney** - the revitalization of the waterfront.

North Sydney - the encouragement of CBD expansion in a northerly direction and the establishment of tourist accommodation in the CBD adjacent to the CN Marine ferry terminal, in keeping with a recently revised municipal development plan.

Glace Bay - establishment of an urban renewal scheme.

Sydney Mines - the implementation of a recently revised municipal development plan and the rehabilitation of structures.

(ii) Objective: To concentrate existing land uses and to rehabilitate the community structure and infrastructure.

Programs/
Projects: **Sydney** - A zoning by-law to establish land use districts and regulations pertaining to development; a program for the development of the residential community areas; a plan to eliminate substandard housing and a program of rehousing and area rehabilitation; a transportation plan and recreation plan; the redevelopment of the Hankard Laurier Street area in Whitney Pier to provide a sound housing environment and to upgrade commercial and other services for the inhabitants of Whitney Pier.

North Sydney - An urban renewal scheme; the provision of two modern camping grounds within the town limits; "community attractiveness" schemes, revised zoning by-laws and land use plans.

Glace Bay - An urban renewal scheme and the adoption of zoning by-laws and land use plans.

Sydney Mines - Zoning by-laws and land use plans and rehabilitate those portions of the community most affected by urban blight.

(iii) Objective: To establish a new regional solid waste disposal facility in Industrial Cape Breton.

B. TRANSPORTATION

(i) Objective: To facilitate the movement of traffic, to improve existing transportation corridors and develop potential corridors.

Programs/
Projects: **Sydney** - The elimination of troublesome points of traffic congestion, especially where road and rail lines intersect; the establishment of setback requirements, access controls and street lines; the control of access and design elements adjacent to major traffic arteries, residential developments or critical intersections; the separation of domestic and truck traffic by encouraging truck traffic to use bypass routes instead of city centre routes.

North Sydney - Stricter parking regulations in the CBD; one-way street patterns; standard traffic signals; and a high standard of design for the ferry terminal access and egress.

Glace Bay - Improvement of the Sydney-Glace Bay highway and bypass, development of a major street concept; a tourist rail link between Glace Bay and Louisbourg.

Sydney Mines - Zoning and land use controls, development of a major street concept; completion of a CBD traffic loop; and creation of centrally located parking facilities.

C. COMMERCIAL

(i) Objective: To prepare a commercial development plan to ensure the maintenance of the service centre and distribution centre roles for each community.

Programs/
Projects: **Sydney** - Retention of the main elements of the present commercial distribution activities and land uses; location of neighbourhood retail outlets to be determined on the basis of area requirements.

North Sydney - The location of local dairies and grocery stores within neighbourhoods on the basis of area needs; the reservation of land in the CBD for public off-street parking; the encouragement of an expanded CBD in a northerly direction.

Glace Bay - An urban renewal scheme; the rehabilitation of older structures; the conservation of historical structures; the demolition substandard structures and/or reconstruction of commercial structures.

Sydney Mines - The initiation of an urban renewal scheme; the rehabilitation of older structures; the demolition of substandard accommodation and/or reconstruction of commercial structures.

D. INSTITUTIONAL

(i) Objective: To improve the attractiveness of the existing institutional land use areas in the community.

Program/
Projects: **All municipalities** - A regional review of medical and institutional facility requirements to establish a new regional hospital in the vicinity of Sydney.

E. RECREATION AND OPEN SPACE

(i) Objective: To provide a sufficient amount and variety of recreational facilities and scenic lands to meet community requirements.

Program/
Projects: **All municipalities** - Provide recreational land and services where it is judged to be lacking; establish recreational standards for newly developing residential lands compatible with municipal recreation plans.

F. RESIDENTIAL

(i) Objective: To provide sufficient good quality housing in a broad range of housing costs and structural diversity to satisfy the housing needs of the community.

Program/
Projects: **Sydney** - A plan and zoning bylaw to prohibit developments which would reduce housing stock; identification of areas for rehabilitation; the establishment of adequate standards for recreation areas, municipal services and accessibility to commercial and educational facilities.

North Sydney - Development of an urban renewal scheme; improved building standards; demolition of substandard residential units; the establishment of new specific single family residential zones and multiple family residential zones.

Glace Bay - Upgrading of existing housing supply, the implementation of a major housing renewal scheme; a minimum standard of occupancy bylaw.

Sydney Mines - Subsidized low rental housing for displaced residents; removal of sub-standard housing supply; phasing out of areas affected by urban blight.

G. INDUSTRIAL

(i) Objective: To strengthen the industrial role of the community and rehabilitate the existing industrial land use areas.

Program/
Projects: **Sydney** - Retain the existing industrial corridor and the heavy commercial-light industrial areas adjacent to the railway tracks, especially in the vicinity of the Frederick Street Industrial Park; service and develop the Frederick Street Industrial Park; and eliminate those aspects of industrial operations which have negative environmental effects.

North Sydney - Develop general industrial areas and industrial park zones; develop light industry zoning along the harbourfront; develop light industry zoning in the area bounded by Brook, Peppett and Pierce Streets; develop visitor accommodation adjacent to the North Sydney Ferry Terminal; develop a light industrial park adjacent to the Trans-Canada Highway and Forest Street.

Glace Bay - Negotiate with the Cape Breton Development Corporation to remove and rehabilitate mine waste disposal sites; and prevent the dumping of mine waste in the central area of the community.

Sydney Mines - Closing of exposed mine shafts and openings; demolition of dangerous structures; levelling of spoil heaps; removal of abandoned facilities; and improvement of the landscape through extensive re-grading, tree planting and seeding.

Sources: City of Sydney, The Municipal Development Plan - City of Sydney, October 3, 1974.
Cape Breton Regional Planning Commission, Preliminary Master Plan - Town of North Sydney, March 28, 1968.
Cape Breton Regional Planning Commission, Preliminary Master Plan - Town of Glace Bay, March, 1967.
Cape Breton Regional Planning Commission, Preliminary Master Plan - Town of Sydney Mines, 1968.
Interview: Mr. Reppa Cape Breton Metro Planning Commission, March, 1981.
Correspondence: Mr. D.B. Foster, Cape Breton Metro Planning Commission, December 29, 1981.

7.2 REGIONAL OBJECTIVES[23]

The Cape Breton Metro Planning Commission administers planning regulations on behalf of seven municipalities. The Commission does not make regulations, although the staff does make recommendations on zoning amendments. The power to change or enforce regulations rests solely with the respective municipalities.

Objective: To strengthen the municipal infrastructure of the region and provide planning co-ordination and zoning expertise within Cape Breton County.

Policies: Provide technical services to municipalities, individuals and developers within the local planning environment.

23 Interview with Mr. B. Reppa, Planner, Cape Breton Metro Planning Commission, March, 1981.

7.3 PROVINCIAL OBJECTIVES

The provincial planning objectives relate to the planning and implementing of development strategy, the fostering of the business environment, the development and management of natural resources, the planning of settlement patterns, municipal development and the identification of responsibilities of the participants in the planning process.

A. GENERAL

(i) Objective: To return to the region its competitiveness, entrepreneurship and economic viability based on its demonstrated market advantages.

Programs/
Projects: The Market Development Centre (MDC) of the Nova Scotia Department of Development focuses on promoting the sale of Nova Scotia products outside of the province.

The MDC administers the Trade Expansion Program and the Product Development Program.

The Business Development Centre of the Nova Scotia Department of Development focuses on finding and realizing development opportunities for Nova Scotia companies through its Rural Industry Program, the Opportunity Identification Program and the Business Advisory Service. Programs of other Provincial Departments and Crown Corporations such as SYSCO and Industrial Estates Limited contribute to this objective.

B. EMPLOYMENT

(i) Objective: To achieve a desirable balance between population and the availability of productive employment.

Programs/
Projects: The provision of grants and loans to industry; and labour retraining; and relocation programs.

C. TRANSPORTATION

(i) Objective: To ensure that adequate and efficient public and private transportation services are available to residents of the region.

Programs/
Projects: Construction of four lane arterial routes connecting North Sydney with the Sydney-Glace Bay Highway; extension of Highway 125 to the Lingan Road; development of access to the Prince Mine; highway improvement of Trunk 4 from Sydney to Glace Bay; and support for municipal transportation programs.

D. RESIDENTIAL

(i) Objective: To prevent dislocation of the housing market and stimulate investment to upgrade the quality of required housing.

Programs/
Projects: Nova Scotia Housing Commission programs for new housing; grants and loans for the upgrading of the housing supply.

E. CIVIC DEVELOPMENT

(i) Objective: To ensure that the expenditures required and revenues resulting from major capital projects are shared on a regional basis.

(ii) Objective: To ensure that public and private services available satisfy the needs of the residents of the region.

Programs/
Projects: Identification of regional projects; encouragement of municipal planning and budgeting; establishment of rules and procedures for coordinated planning and the intenance of the quality of public health and education services.

F. OPEN SPACE-ENVIRONMENT

(i) Objective: To protect and enhance the quality of the natural and human environment.

(ii) Programs/
Projects: Guidelines and controls for development; pollution abatement programs; site rehabilitation; and the protection of heritage and recreational resources.

Source: Department of Municipal Affairs, Nova Scotia, Cape Breton Draft Regional Development Plan, July 1976.
Department of Municipal Affairs, Nova Scotia, Final Report and Recommendations of the Planning Act Review Committee, November 1981.
Nova Scotia, The Planning Act, Chapter 16, Statutes of Nova Scotia, 1972.

7.4 FEDERAL OBJECTIVES

FEDERAL LAND MANAGEMENT POLICY (FLM)

It is the policy of the government that federal real property be managed economically and efficiently so as to combine the efficient provision of government services with the achievement of wide social, economic and environmental objectives.

OTHER OBJECTIVES

The following federal objectives were primarily derived from the First Annual Review of the Senior Interdepartmental Committee on Urban Affairs and other federal policy documents.

A. GENERAL

(i) To achieve a more balanced pattern of growth in metropolitan areas.

(ii) To achieve a more balanced pattern of cities and towns, with increased emphasis on small, medium size and new communities.

(iii) To improve the physical environment of larger urban centres.

(iv) To improve the social environment of larger urban centres.

(v) To contribute toward the efficient and effective development and use of urban services.

(vi) To encourage the efficient use of scarce energy resources.

B. PROGRAM-RELATED

(i) To ensure an adequate supply of serviced residential land.

(ii) To conserve and improve stable, low and moderate income residential areas.

(iii) To promote neighbourhood conservation and revitalization.

(iv) To assist in the development and rehabilitation of housing for rural and native groups.

(v) To enhance the quality of the environment by the improved management and utilization of natural resources.

(vi) To realize the potential of each region, through economic and social development.

(vii) To attract investment into relatively slow growth areas.

(viii) To provide facilities to foster the optimum development of marine transportation.

(ix) To preserve Canada's historic heritage.

(x) To preserve lands of particular ecological value.

(xi) To assist municipalities in undertaking a program of rail relocation.

(xii) To ensure that federal government institutions do not build or support any future flood-vulnerable developments in flood risk areas.

C. **SPECIFIC OBJECTIVES RELATING TO (SYDNEY)**

(i) To support the development of a viable coal industry.

(ii) To foster growth in the resource sector.

(iii) To enhance the tourist industry potential of the area.

(iv) To support the growth of secondary manufacturing.

(v) To provide venture capital for promising new business.

(vi) To improve the economic viability of the primary steel manufacturing industry in the area.

Sources: Department of Regional Economic Expansion, DREE Development Agreements, April, 1980.
Department of Regional Economic Expansion, Economic Development Prospects in Nova Scotia, December, 1979.

7.5 REGIONAL CONCERNS AND ENVIRONMENTAL ISSUES

Regional Government Cape Breton County is divided among a number of smaller municipalities and the City of Sydney. The focus on planning issues which have common impact on all levels of government is required in the Region. Most of the comprehensive planning in the region has been initiated at the federal or provincial levels of government. There has been a desire for some form of regional coordination backed by legislation or regional government since the late 1960's. At that time, initial interest arose from concerns for the amalgamation of some municipalities into larger administrative units.

Municipal Services The provision of essential municipal services such as water, sewer, and roads have been hampered by a depressed tax base, high levels of unemployment and the problem of coordination between municipal structures. From a regional point of view it is essential that if new industry and commercial activity is to be encouraged, these municipal services need to be ameliorated and increased.

Unemployment and Out-Migration Unemployment levels have been consistently above provincial and national levels. Some real estate supplies are substandard and some property values are deflated because of the high level of employment. Significant out-migration of young workers to other areas of Nova Scotia and out of the Province is occurring. The current local and national economic climate has made it difficult for the regional labour force.

Central Business District There has been a steady decline in the condition of the CBD in the communities of Industral Cape Breton. Competition from more readily accessible suburban district shopping centres has created considerable vacant commercial space and a decline in the commercial activity in the downtown commercial areas.

Port Development There is a need for comprehensive port planning to enhance the natural advantages of Sydney Harbour.

Industry The present focus of industrial activity is on the primary resource sector and the primary manufacturing sector. The expansion of secondary manufacturing has been the focus of DRIE programs and Nova Scotia Government programs in Industrial Cape Breton.

The steel industry is the principal primary manufacturing plant in the region. The SYSCO operation has been supported by federal grants and provincial assistance in order to improve the physical plant and its competitive posture in national and international markets. A broadening of the industrial base accompanied by diversification of industry is a primary regional concern.

Transportation The existing transportation systems operating within the region are providing good service. The requirements are primarily for the increase in capacity for Highway 125 and improved links with Prince Mine on Point Aconi. A refurbishment of the Sydney-Glace Bay Highway is a concern.

Recreation and Open Space The region is developing as a tourist area. The existing focus for recreational activity are the excellent beaches adjacent to Dominion and Mira Bay. Within the study area there is a concern for the development of additional day use facilities within easy commuting distance of the communities.

Residential The existing housing supply is well below the national average as far as quality and availability are concerned, and a regional concern is that the housing situation be rectified as a priority item by all levels of government.

FEDERAL PROPERTIES

8.0 FEDERAL PROPERTIES

8.1 FEDERAL PROPERTY CHARACTERISTICS

The Sydney ASC study area property inventory consists of 75 properties with a total area of 1751 ha and includes a total gross floor area of 109 889 m^2. The buildings range in size from a 11 m^2 TC operational structure at a middle marker site to the 25 000 m^2 AEC Glace Bay Heavy Water Plant.

Table 6

Summary of Sydney ASC Landholdings and Building Inventory by Departments and Agencies

Department or Agency	Number of Properties	Total Land Area (ha)	Gross Building Floor Area
1. TC	20	778.3	27 830 m^2
2. AEC	1	607.0	25 000 m^2
3. DND	6	249.2	32 000 m^2
4. PWC	28*	70.1	21 778 m^2
5. DFO-SCH	7	35.7	30 m^2
6. CBC	3	8.7	668 m^2
7. RCMP	4	1.5	2 393 m^2
8. NHW	1	0.1	190 m^2
9. DOE-PC	5	0.4	-
TOTAL	75	1751.0	109 889 m^2

The Cape Breton Development Corporation owns 6232.4 ha of land and waterlot within the Sydney-Industrial Cape Breton area.

CN Marine has 14.8 ha of land entrusted to it at the North Sydney Ferry Terminal.

The total gross building floor space is divided into 15 330 m^2 of office space, 17 456 m^2 of process space, 3116 m^2 of warehouse space and 73 987 m^2 of special use space. The most significant special use spaces are the AEC Glace Bay Heavy Water Plant and the TC Canadian Coast Guard College which alone account for a total 44 444 m^2.

There is 3 900 m^2 of leased office accommodation in 17 properties. DND leases a 15 378 m^2 powerline easement for CFS Sydney.

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* As of July 15, 1982, by Order in Council PC 1982-2091, pursuant to the 1981 Canada Post Corporation Act, 12 of these properties (8.2.1, 2, 3, 6, 22, 27, 29, 31, 34, 37, 42, 45) have been transferred from PWC inventory to CPC inventory, effective October 16, 1981.

TABLE 7

SUMMARY OF FEDERAL CLIENTS IN PWC CROWN-OWNED SPACE AND PWC-MANAGED LEASEHOLD SPACE (current to September 1982)

DEPT.	CROWN-OWNED BLDGS.	SPACE	OTHER PROPERTY	LEASED SPACE
AGR			Moosehead Bldg., Sydney	53.6 m^2 (office)
CCA	PWC Sydney Federal Bldg.	117.4 m^2 (office)		
CEIC	CPC Glace Bay Federal Bldg.	405.8 m^2 (office and storage)		
	CPC New Waterford Federal Bldg.	158.1 m^2 (office)		
	PWC CEIC Bldg. Sydney	483.6 m^2 (office)		
	PWC Sydney Federal Bldg.	1 178.5 m^2 (office and storage)		
			North Sydney Mall	520 m^2 (office and storage)
			L.H.C. Bldg. Sydney	191.8 m^2 (office)
CMHC			Civic Centre Administrative Office, Sydney	148.6 m^2 (office)
CSC			50 Dorchester St. Sydney	162.6 m^2 (office) 4 Parking stalls
DFO	CPC Glace Bay Federal Bldg.	20.2 m^2 (warehouse and storage)		
	CPC North Sydney Federal Bldg.	21.1 m^2 (office)		
DND			Civic Centre Complex, Sydney	227.6 m^2 (office)
			Lingan Road, Sydney	15 378 m^2 (right of way)

SUMMARY OF FEDERAL CLIENTS IN PWC CROWN-OWNED SPACE AND PWC-MANAGED LEASEHOLD SPACE

DEPT.	CROWN-OWNED BLDGS.	SPACE	OTHER PROPERTY	LEASED SPACE
DOC			Co-operator's Bldg. Sydney	105.0 m^2 (office)
DVA			230 Charlotte St. Sydney	197.9 m^2 (office)
EMR	PWC Sydney Federal Bldg.	1196.1 m^2		
Emergency Planning	PWC Sydney Federal Bldg.	295.6 m^2 (warehouse and storage)		
Federal Business Development			48-50 Dorchester Street, Sydney	411.6 m^2
HWC			Moosehead Bldg., Sydney Jubilee Bldg., Sydney B. Christmas, Memorial Hall, Sydney	53.6 m^2 (office) 160.0 m^2 (office) 9.8 m^2
INA			1079 Kings Road Sydney	138.9 m^2 (office)
Labour	PWC CEIC Bldg. Sydney	260.2 m^2		
NFB			Sydney Shopping Mall	235.8 m^2
CPC	Bras D'or Post Office Florence Postal Trailors Glace Bay Federal Bldg.	112.8 m^2 (process) 96.6 m^2 (process) 202.7 m^2 (process)		

SUMMARY OF FEDERAL CLIENTS IN PWC CROWN-OWNED SPACE AND PWC-MANAGED LEASEHOLD SPACE

DEPT.	CROWN-OWNED BLDGS.	SPACE	OTHER PROPERTY	LEASED SPACE
CPC (Con't)	New Victoria Post Office	50.0 m^2 (process)		
	New Waterford Federal Bldg.	276.3 m^2 (process and office)		
	North Sydney Federal Bldg.	1475.2 m^2 (process)		
	Donkin Post Office	49.2 m^2 (process)		
	Dominion Federal Bldg.	153.7 m^2 (process and warehouse)		
	Reserve Mines Post Office	96.5 m^2 (process)		
	PWC Sydney Mines Federal Bldg.	500.8 m^2 (process)		
	PWC Sydney Federal Bldg.	224.7 m^2 (warehouse and storage) 1 355.1 m^2 (process) 591.3 m^2 (office)		
	Whitney Pier Post Office	94.9 m^2 (process)		
	Port Morien Post Office	49.3 m^2 (process)		
RC - C & E	CPC North Sydney Federal Bldg.	211.4 m^2 (office)	Co-operator's Bldg., Sydney	269.4 m^2 (office)
RC - Tax	PWC Sydney Federal Bldg.	234.1 m^2 (warehouse and storage) 1 059.6 m^2 (office)		

SUMMARY OF FEDERAL CLIENTS IN PWC CROWN-OWNED SPACE AND PWC-MANAGED LEASEHOLD SPACE

DEPT.	CROWN-OWNED BLDGS.	SPACE	OTHER PROPERTY	LEASED SPACE
TC Marine			Co-operator's Bldg., Sydney	130.0 m^2 (office)
RCMP			Sobey Store Ltd., Sydney Mines	261.1 m^2 15 Parking Stalls
DRIE			Co-operators Bldg. Sydney	
TOTAL		10 970.8 m^2		18 601.70 m^2

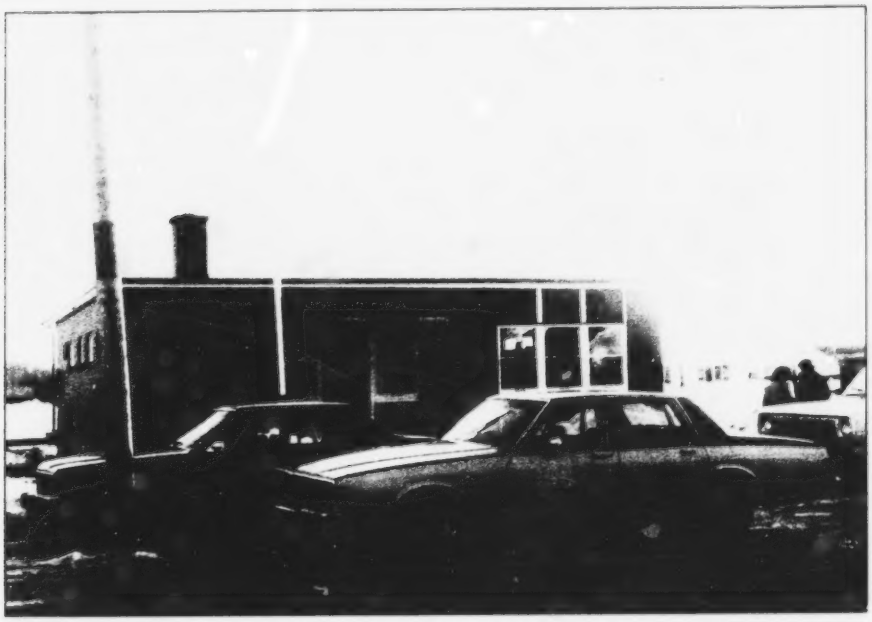
PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

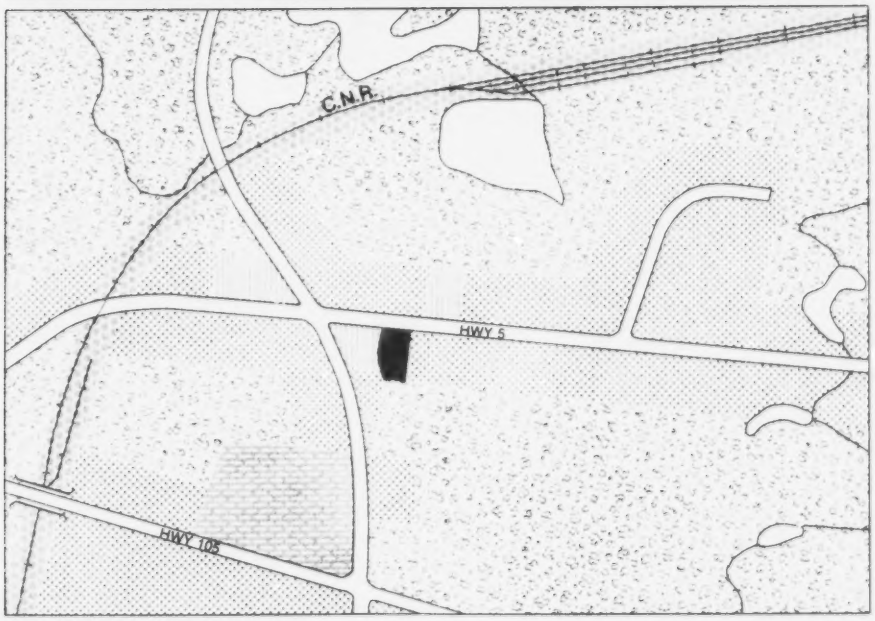
Figure 1

Government of Canada Building, Bras D'or
Édifice fédéral de Bras D'or

Highway 305

OWNER PROPRIÉTAIRE CPC / SCP
CRPI RIC 1217 01604 DPW 003732
STUDY YEAR ANNÉE D'ÉTUDE 1982





LEGEND	LÉGENDE	
FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN	
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES	
RESIDENTIAL	RÉSIDENTIEL	
COMMERCIAL	COMMERCIAL	
INSTITUTIONAL	INSTITUTIONNEL	
INDUSTRIAL	INDUSTRIEL	
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS	
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION	
UNDEVELOPED	NON AMÉNAGÉ	

SCALE / ÉCHELLE 1:6,000

8.2 PROPERTY DESCRIPTIONS

8.2.1 CPC Government of Canada Building, Bras D'Or*

LOCATION: Highway 305

SITE:
Area: 0.1 ha
Acquisition date: 1961
Parking: 1 designated, good off-street
Access: Good by car and foot
Zoning: Commercial

STRUCTURE:
Number: 1
Owner: CPC
Occupant: CPC
Use: Postal processing facility
Construction date: 1961
Area: 155 m^2 (gross), 112 m^2 (rentable)
Storeys: 1

SURROUNDING LAND USE: Commercial, residential

CRPI CODE: 1217016 04 DPWO 03732

The Bras D'Or Post Office is located in the community of Bras D'Or on Highway 305. It is a wood frame building with a brick veneer. Eleven per cent of the property is covered by structures.

* As of July 15, 1982, by Order in Council PC 1982-2091, pursuant to the 1981 Canada Post Corporation Act, this property has been transfered from PWC to CPC, effective October 16, 1981.

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Figure 2

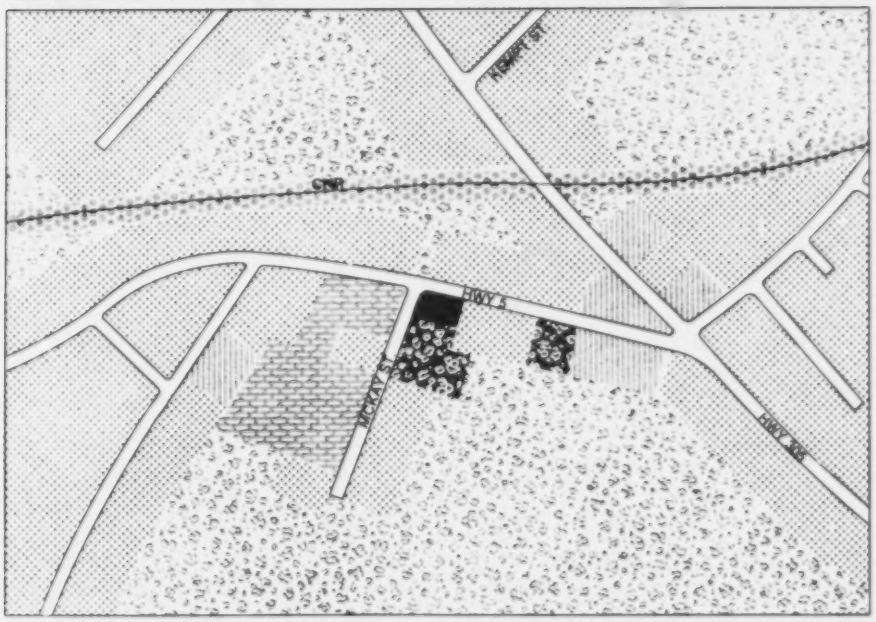
Post Office, Florence
Bureau de poste de Florence

Highway 5 and McKay Street
À l'angle de la route 5 et de la rue McKay

OWNER PROPRIÉTAIRE
CPC SCP

CRPI RIC
1217 01604 DPW 003734

STUDY YEAR ANNÉE D'ÉTUDE
1982



LEGEND **LÉGENDE**

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE ÉCHELLE 1:6,000

8.2.2 CPC Post Office, Florence*

LOCATION: Highway 5 and McKay Street

SITE:
Area: 0.1 ha
Acquisition date: 1959
Parking: 1 designated, good off-street
Access: Good by car and by foot
Zoning: Commercial

STRUCTURES:
Number: 1
Owner: CPC
Occupant: CPC
Use: Postal processing facility
Construction date: 1960
Area: Trailer: 99 m^2 (gross), 99 m^2 (rentable)
Storeys: 1

SURROUNDING LAND USE: Residential, institutional

CRPI CODE: 1217016 04 DPWO 03734

The Florence Post Office is a wood frame structure with a brick veneer. Five per cent of the site area is covered by the building.

* As of July 15, 1982, by Order in Council PC 1982-2091, pursuant to the 1981 Canada Post Corporation Act, this property has been transferred from PWC to CPC, effective October 16, 1981.

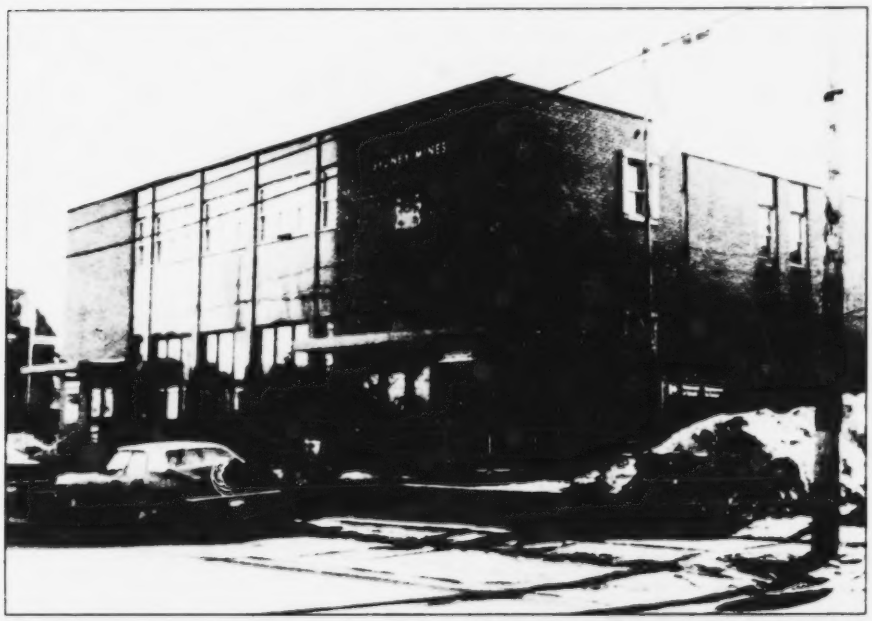
PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

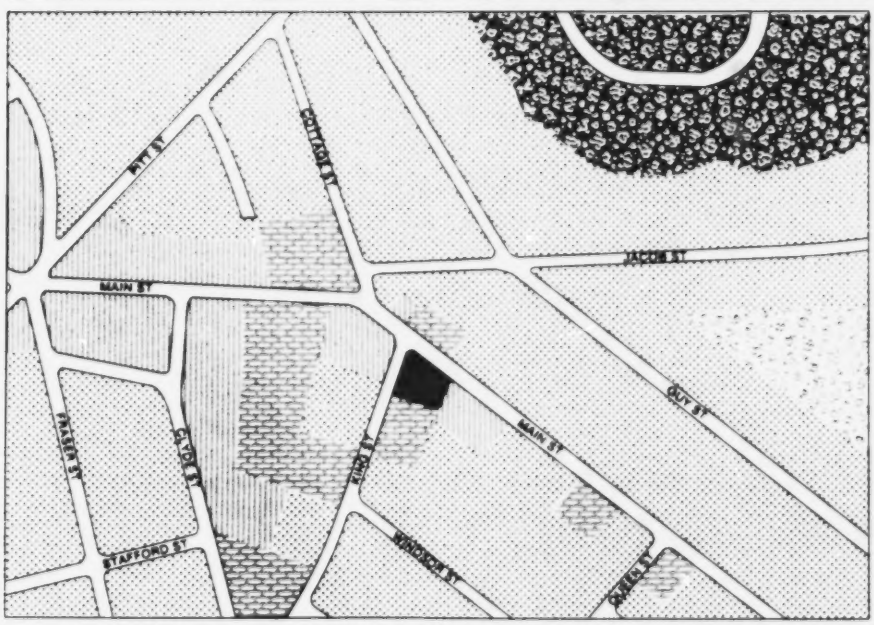
Figure 3

Government of Canada Building, Sydney Mines
Édifice fédéral de Sydney Mines

Main Street and King Street
Angle des rues Main et King

OWNER PROPRIÉTAIRE
CPC SCP
CRPI RIC
1217 01904 DPW 003766
STUDY YEAR ANNÉE D'ÉTUDE
1982





LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE AND	PROPRIÉTÉ FÉDÉRALE STRUCTURE ET TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE ÉCHELLE 1:6 000

8.2.3 CPC Government of Canada Building, Sydney Mines*

LOCATION: Main Street and King Street

SITE:
Area: 0.2 ha
Acquisition date: 1962
Parking: Poor on-site (4 designated), good on street
Access: Good by car and by foot
Zoning: Commercial

STRUCTURE:
Number: 1
Owner: CPC
Occupants: CPC
Use: Postal processing facility
Construction date: 1964
Area: 1080 m^2 (gross), 771 m^2 (rentable)
Storeys: 2

SURROUNDING LAND USE: Commercial, institutional

CRPI CODE: 1217019 04 DPWO 03766

The property is located in the main commercial area of Sydney Mines and includes a steel frame building with brick veneer and enamelled metal panels on the exterior. Thirty-five per cent of the site is covered by structures. The remaining portion of the site is landscaped or used for service and parking.

* As of July 15, 1982 by Order in Council PC 1982-2091, pursuant to the 1981 Canada Post Corporation Act, this property has been transferred from PWC to CPC, effective October 16, 1981.

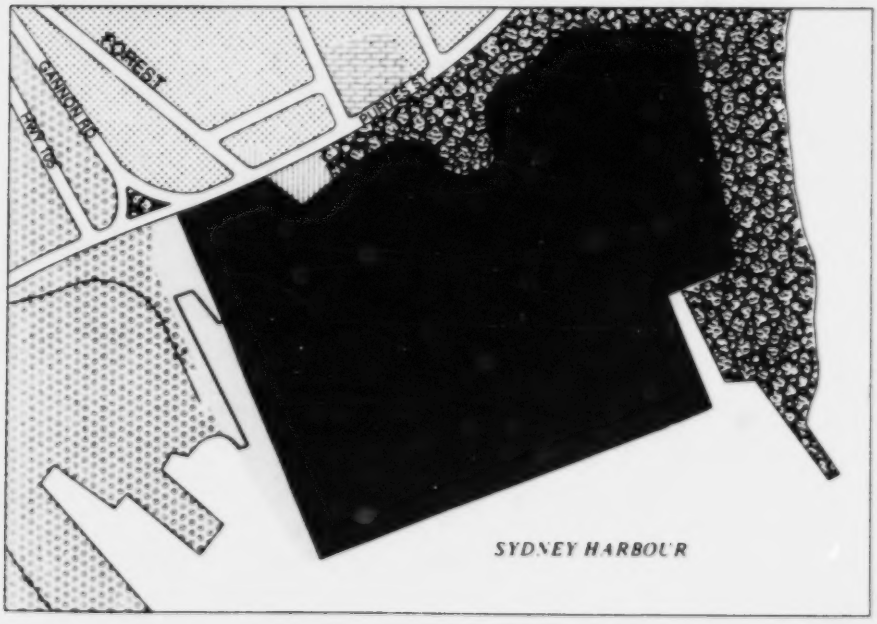
PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Figure 4

Government Wharf, North Sydney
Quai fédéral, North Sydney

Purves Street and Forrest Street
Angle des rues Purves et Forrest

OWNER PROPRIÉTAIRE TC TC
CRPI RIC 1217 01808 MOT 123242
STUDY YEAR ANNÉE D'ÉTUDE 1982



LEGEND **LÉGENDE**

FEDERAL PROPERTY STRUCTURE AND LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE ET TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE ÉCHELLE 1:6 000

8.2.4 TC Government Wharf, North Sydney

LOCATION: Purves Street and Forrest Street

SITE:
Area: 0.4 ha and 12.3 ha water
Acquisition dates: 1867, 1964
Parking: Good on-site
Access: Good by public transit, car, foot and boat
Zoning: Industrial

STRUCTURE:
Number: 1
Owner: TC
Occupants: TC
Use: Cargo wharf with lighting, power supply and potable water.
Construction date: 1973
Area: 3266 m^2 gross surface area (107.16 m x 30.48 m)

SURROUNDING LAND USE: Industrial, open space, residential

CRPI CODE: 1217018 04 MOT1 23242

The property is located in the proximity of the North Sydney Ferry Terminal. The property includes a paved access road to the wharf and waterfront of Sydney Harbour. A portion of the property is gravel surface and is given over to the short-term storage of tractor-trailer units which are in transshipment to Newfoundland via CN Marine Ferry operations. The wharf is constructed of ballasted reinforced concrete cribs and is topped with asphaltic concrete pavement.

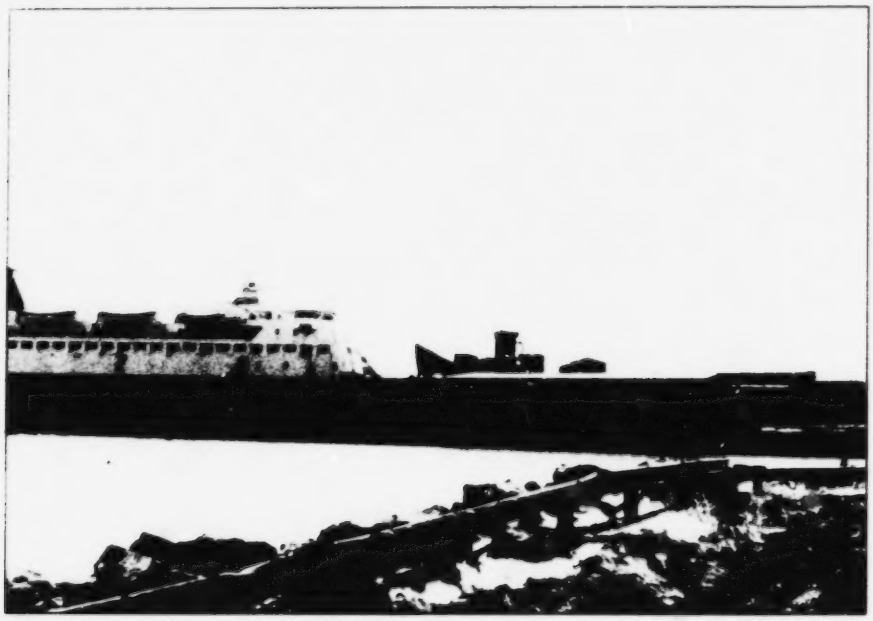
PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

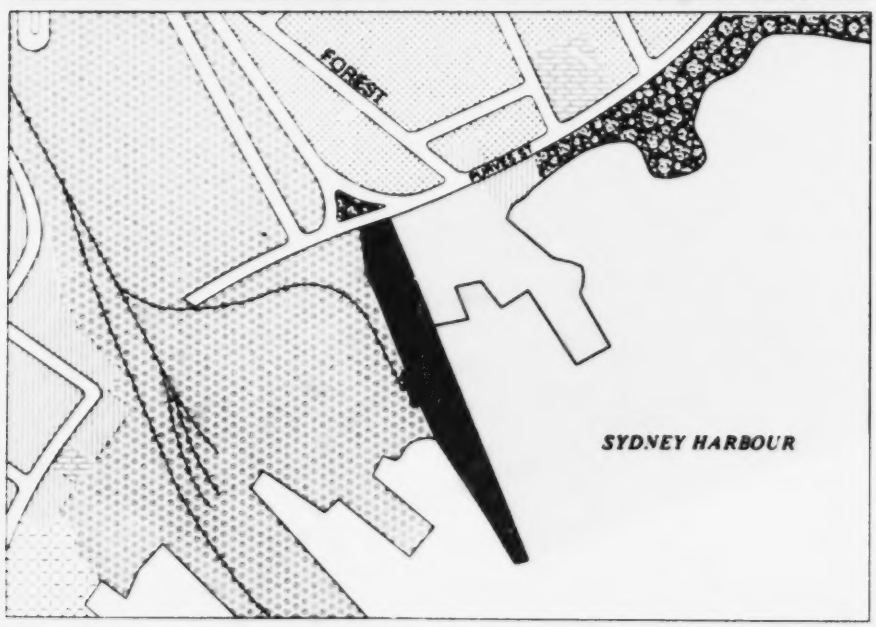
Figure 5

Harbour Terminal and Bonded Warehouse, North Sydney
Terminus portuaire et entrepôt, North Sydney

Purves Street and the Trans-Canada Highway
Rue Purves et route transcanadienne

OWNER PROPRIÉTAIRE
TC TC
CRPI RIC
121701604MOT103746
121701804MOT103764
STUDY YEAR ANNÉE D'ÉTUDE
1982





LEGEND **LÉGENDE**

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE ÉCHELLE 1:6,000

8.2.5 TC Harbour Terminal and Bonded Warehouse, North Sydney

LOCATION: Purves Street and the Trans-Canada Highway

SITE:
Area: 1.3 ha
Acquisition date: 1974
Parking: Good on-site
Access: Good by public transit, car, foot and boat
Zoning: Industrial

STRUCTURES:
Number: 3
Owner: TC
Occupants: TC, Sydney Harbours & Ports Regional Development
Use: Harbour Master's Office, Customs Bonded Warehouse, Marginal Wharf
Construction date: 1976
Area: Harbour Master's Office (60 m^2), Customs Bonded Warehouse (696 m^2), Marginal Wharf (1161 m^2)
Storeys: 1

SURROUNDING LAND USE: Industrial, commercial, residential

CRPI CODE: 1217016 04 MOT1 03746
1217018 04 MOT1 03764

The property includes a wood frame double width trailer office, a steel frame, steel sheathed Customs bonded warehouse. There are 152 metres of concrete crib marginal wharf face for the docking of cargo vessels. Light, power and water are available at the pier's edge. There is a paved parking lot. The property is bounded by chain link security fence.

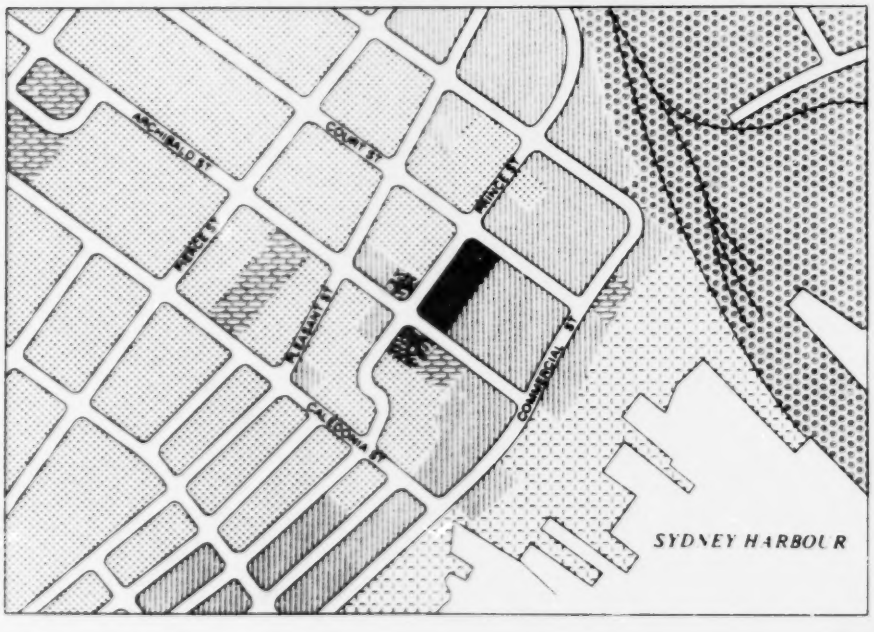
PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Figure 6

Government of Canada Building, North Sydney
Édifice fédéral de North Sydney

Archibald and Prince Street
Angle des rues Archibald et Prince

OWNER PROPRIÉTAIRE CPC SCP
CRPI RIC 1217 01804 DPW 003761
STUDY YEAR ANNÉE D'ÉTUDE 1982



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE ÉCHELLE 1:6 000

8.2.6 CPC Government of Canada Building, North Sydney*

LOCATION: Archibald and Prince Streets

SITE:
Area: 0.3 ha
Acquisition date: 1958
Parking: Poor on-site, good on street
Access: Good by public transit, car and foot
Zoning: Commercial

STRUCTURE:
Number: 1
Owner: CPC
Occupants: CPC, RC-C&E, DFO
Use: Postal processing and office accommodation
Construction date: 1962
Area: 2329 m^2 (gross), 2041 m^2 (rentable)
Storeys: 2

SURROUNDING LAND USE: Commercial, institutional

CRPI CODE: 1217018 04 DPWO 03761

The property is located in the North Sydney CBD. The structure is of steel frame construction with a brick veneer exterior. It includes the main postal processing facility in Industrial Cape Breton and is a transfer point for mail destined for Newfoundland. The balance of the structure is utilized for government office accommodation. Seventy-five percent of the site is covered by structures, 20% is service area and 5% is landscaped.

* As of July 15, 1982 by Order in Council PC 1982-2091, pursuant to the 1981 Canada Post Corporation Act, this property has been transferred from PWC to CPC, effective October 16, 1981.

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Figure 7

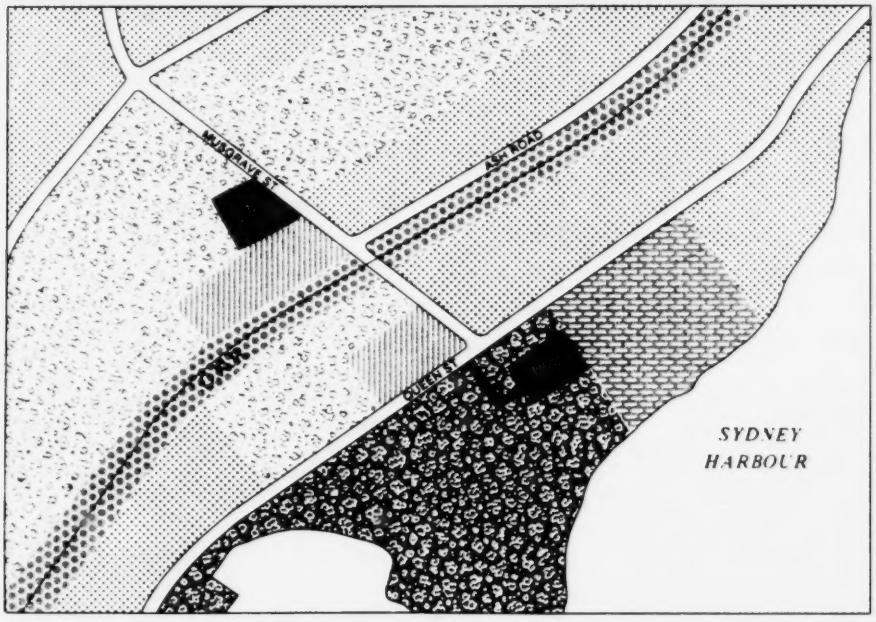
Militia Accommodation, North Sydney
Locaux militaires, North Sydney

Musgrave Street and Kelly's Beach
Angle des rues Musgrave et Kelly's Beach

OWNER PROPRIÉTAIRE
DND MDN

CRPI RIC
1217 01804 DND 003760

STUDY YEAR ANNÉE D'ÉTUDE
1982



LEGEND **LÉGENDE**

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE / ÉCHELLE 1:6 000

8.2.7 DND Militia Accommodation, North Sydney

LOCATION: Musgrave Street and Kelly's Beach

SITE:
Area: 0.5 ha
Acquisition date: 1958
Parking: Poor on-site
Access: Good by car, foot and boat, fair by public transit
Zoning: Institutional

STRUCTURES:
Number: 2
Owner: DND
Occupant: DND
Use: Militia armories
Construction date: 1958
Area: 1255 m^2 gross floor area
Storeys: 1

SURROUNDING LAND USE: Open space, residential

CRPI CODE: 1217018 04 DND0 03760

The property is divided into two parcels. One parcel is on Kelly's Beach adjacent to the municipal park and has one structure of wood frame construction that is used for vehicle and equipment storage. The second parcel is located on Musgrave Street above the CNR line and has one structure of wood frame construction which is utilized as a drill hall and training centre. Twenty per cent of the property is covered by structures.

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Figure 8

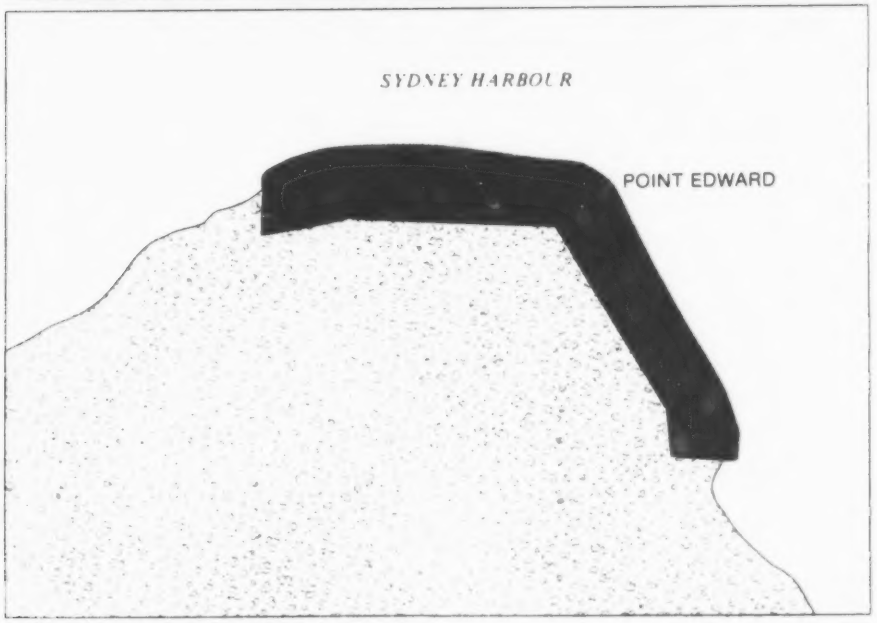
Vacant Land, Point Edward
Terrain Vacant, Point Edward

Sydney Harbourfront
Harbourfront de Sydney

OWNER PROPRIETAIRE
DND MDN

CRPI RIC
1217 01604 LAN 203745

STUDY YEAR ANNÉE D'ÉTUDE
1982



LEGEND	LÉGENDE
FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE ÉCHELLE 1 8 300

8.2.8 DND Vacant Land, Point Edward*

LOCATION: Sydney Harbourfront

SITE: **Area:** 2.7 ha land
1.7 ha water
Acquisition date: 1895
Use: Vacant naval reserve lands
Parking: None
Access: Poor by car, foot. Good by boat
Zoning: Agricultural 1(A1)

STRUCTURE: **Number:** None

SURROUNDING LAND USE: Vacant

CRPI CODE: 1217016 04 DOE2 03745

The property lies on the northern tip of Point Edward, Sydney Harbour and consists of a strip of coastal upland averaging 40 metres in width. The property is vacant and consists of a portion of land that was originally farm land and a portion that consists of bog and scrub spruce forest. Approximately 33% of the property has been eroded since its original purchase and is now waterlot.

NOTE: Since the preparation of this report, this property has been sold to the Cape Breton Development Corporation (August 19, 1982).

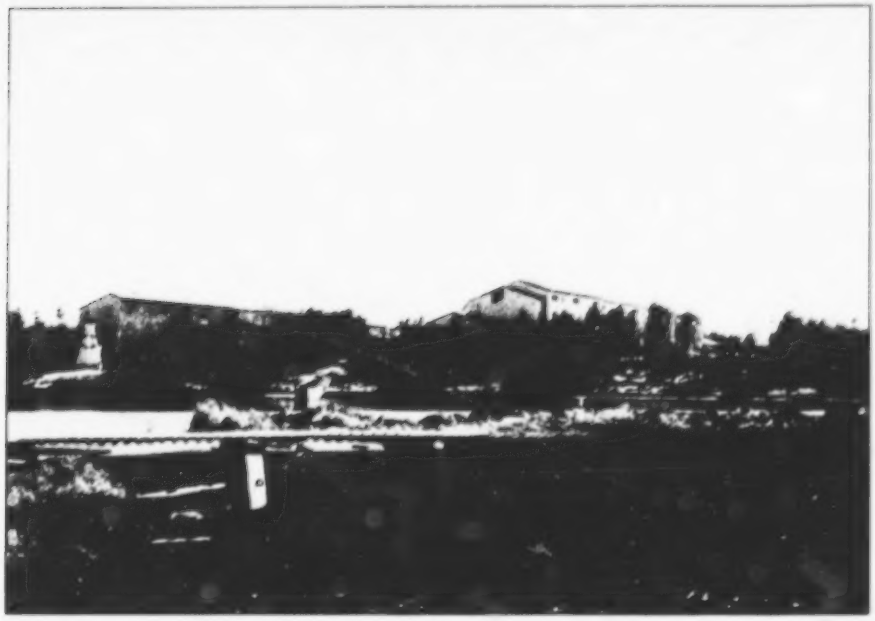
PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

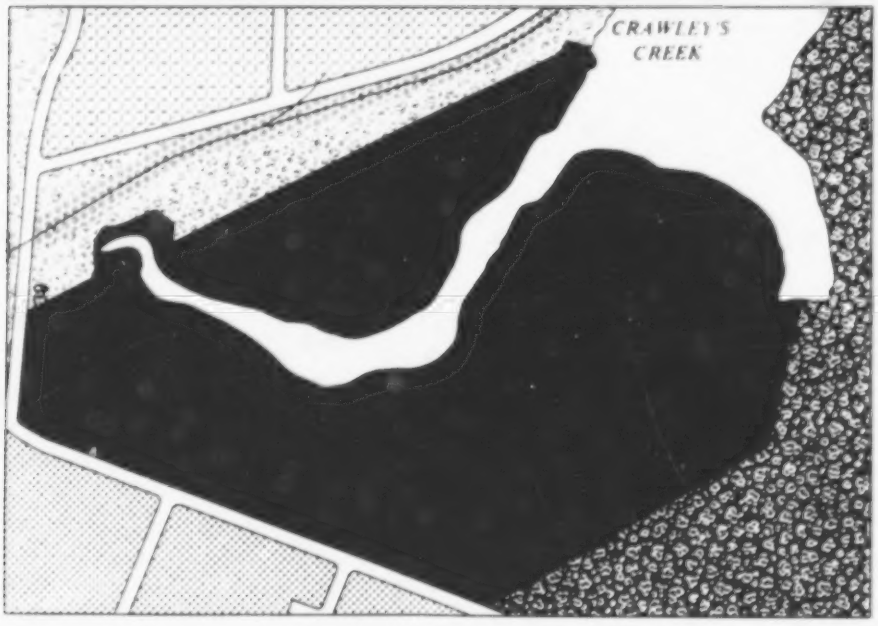
Figure 9

Canadian Coast Guard College, Point Edward
Collège de la Garde Côtière canadienne, Point Edward

Edwardsville

OWNER PROPRIÉTAIRE
TC TC
CRPI RIC
1217 01604 MOE 103759
STUDY YEAR ANNÉE D'ÉTUDE
1982





LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE AND	PROPRIÉTÉ FÉDÉRALE STRUCTURE ET TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE / ÉCHELLE 1:8,300

8.2.9 TC Canadian Coast Guard College, Point Edward

LOCATION: Edwardsville

SITE:
Area: 32.8 ha land
2.8 ha water
Acquisition date: 1978, 1981
Parking: Poor on-site parking, 6 visitor, 124 staff (one lot under construction)
Access: Good by car, foot and boat, poor by public transit
Zoning: Open space, special use

STRUCTURES:
Number: 5
Owner: TC
Occupant: TC-CCG
Use: Training institution
Construction dates: 1978-1981
Area: 19444 m^2 total, academic building (11000 m^2) residence (5807 m^2), staff houses (237 m^2), boathouse (2050 m^2)
Storeys: Academic building (4), residence (3), two staff houses and boathouses (2)

SURROUNDING LAND USE: Open space, industrial

CRPI CODE: 1217016 04 MOT1 03759

The property is located at Edwardsville, Point Edward and was officially opened in 1981 as an academic training institute for Canadian Coast Guard Officer Cadets. Training is also provided to Coast Guard Officers from other countries. The property includes five major structures. The academic building is a steel frame building which permits the use of electronic navigation gear from its roof. It provides classroom facilities to handle in excess of 200 cadets. The residence is a wood frame structure which can accommodate up to 189 cadets. The two staff houses are of wood frame construction. The boathouse is located on the northern shore of Crawley Creek and is of steel frame construction with brick veneer. A gymnasium and pool are under construction. The property provides a unique training facility and has been designed for high energy efficiency. Only 3% of the site is covered by structures. Ten per cent is waterlot for boat training. The remaining 87% is reserved for access, parking and future uses.

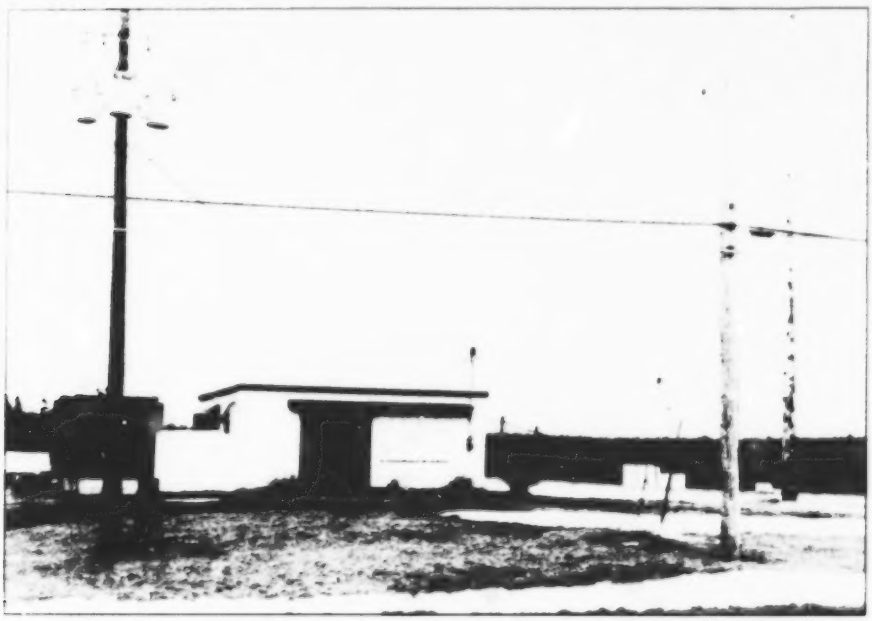
PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

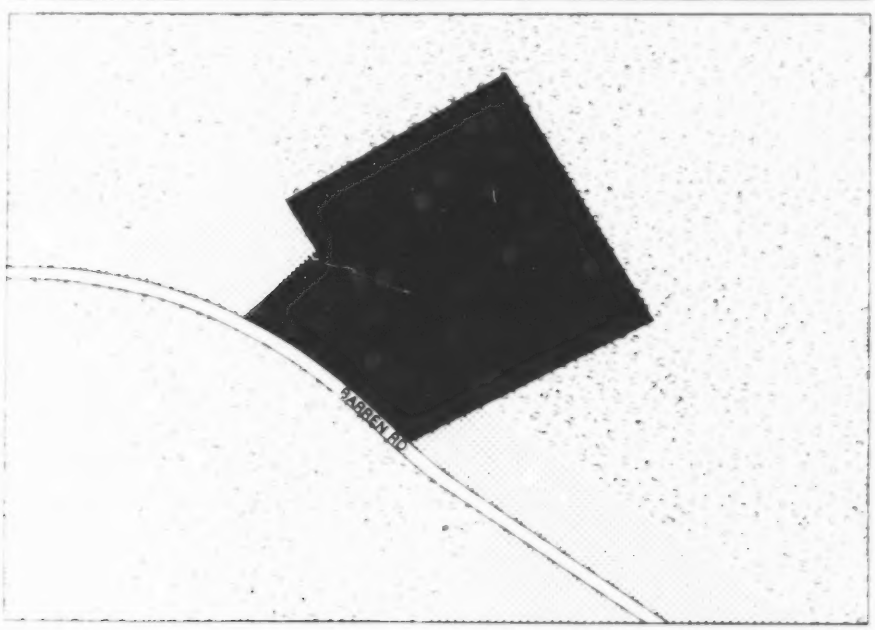
Figure 10

Transmitter Site
Site d'émetteur

Barron Rd., 8 km west of Sydney River
Chemin Barron, 8 km à l'ouest de la rivière Sydney

OWNER PROPRIÉTAIRE CBC R-C
CRPI RIC 1217 01404 CBC 003703
STUDY YEAR ANNÉE D'ÉTUDE 1982





LEGEND **LÉGENDE**

FEDERAL PROPERTY STRUCTURE AND TERRAIN	PROPRIÉTÉ FÉDÉRALE STRUCTURE ET TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE ÉCHELLE 1:6 000

8.2.10 CBC Transmitter Site

LOCATION: Barren Road, 8 kilometres west of Sydney River

SITE:
Area: 6.3 ha
Acquisition date: 1954
Parking: None
Access: Good by car, foot.
Zoning: Agricultural 1(A1)

STRUCTURES:
Number: 5 - 2 steel towers, 30 metres tall
1 wood frame transmitter building
2 wooden sheds
Owner: CBC
Occupant: CBC
Use: Transmitter site
Construction date: 1954
Area: 52 m^2 gross floor area
Storeys: 1

SURROUNDING LAND USE: Residential, vacant

CRPI CODE: 1217014 04 CBCO 03703

The property provides the radio transmission facilities of CBC to eastern Cape Breton Island.

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Figure 11

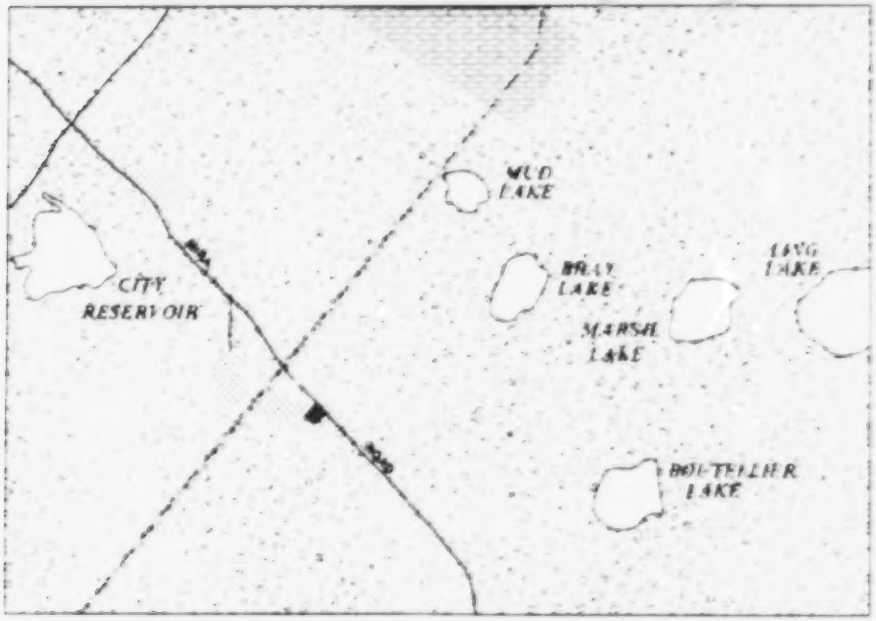
CBIT TV Transmitter, Sydney
Émetteur de T.V. CBIT, Sydney

Mira Road, 8 km southeast of Sydney
Chemin Mira, 8 km au sud-est de Sydney

OWNER PROPRIETAIRE
CBC R-C

CRPI R10
121° 01404 C BC 003705
121° 01404 C BC 003706

STUDY YEAR ANNÉE D'ÉTUDE
1982



LEGEND **LÉGENDE**

FEDERAL PROPERTY / PROPRIÉTÉ FÉDÉRALE

OTHER FEDERAL PROPERTIES / AUTRES PROPRIÉTÉS FÉDÉRALES

RESIDENTIAL / RÉSIDENTIEL

COMMERCIAL / COMMERCIAL

INSTITUTIONAL / INSTITUTIONNEL

INDUSTRIAL / INDUSTRIEL

TRANSPORTATION AND UTILITIES / TRANSPORT ET SERVICES PUBLICS

OPEN SPACE AND RECREATION / ESPACE VERT ET RÉCRÉATION

UNDEVELOPED / NON AMÉNAGÉ

SCALE / ÉCHELLE 1:50 000

8.2.11 CBC CBIT TV Transmitter, Sydney

LOCATION: Mira Road, 8 kilometres southeast of Sydney

SITE:
Area: 1.4 ha
Acquisition date: 1972 (long term lease 20 years renewable
Parking: Good on-site
Access: Good by car, foot.
Zoning: Agricultural 1(A1)

STRUCTURES:
Number: 2
Owner: CBC
Occupant: CBC
Use: Television transmitter site
Construction date: 1972
Area: 62 m^2 gross floor area
Storeys: 1

SURROUNDING LAND USE: Vacant, residential

CRPI CODE: 1217014 04 CBCO 03705
1217014 04 CBCO 03706

The steel frame, steel-clad transmitter building and the 60 metre steel tower provide television transmission to the eastern portion of Cape Breton Island.

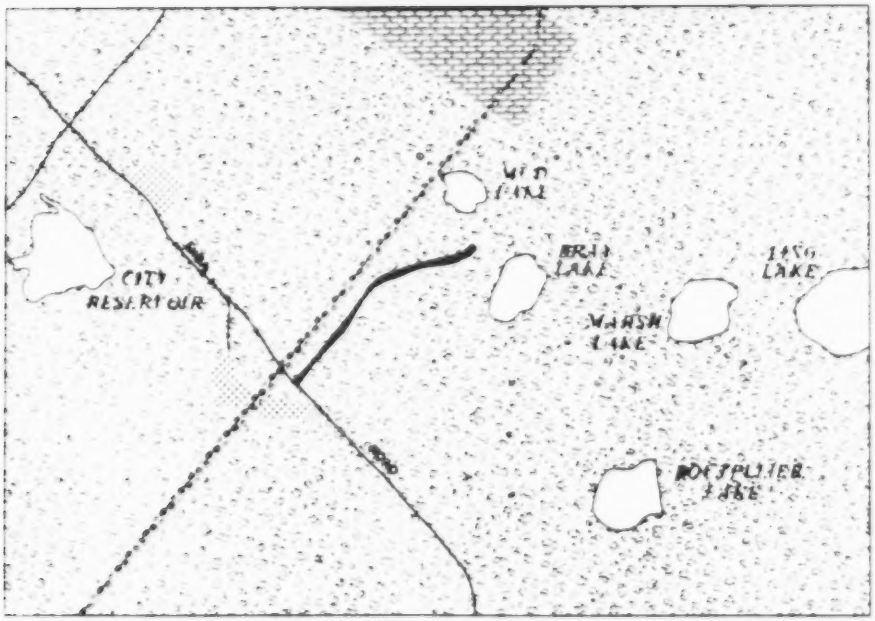
PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Figure 12

Outer Marker Site, Sydney Airport, Runway End-07
Radioborne extérieure, Aéroport de Sydney, extrémité de la piste 07

Mira Road, 8 km southeast of Sydney
Chemin Mira, 8 km au sud-est de Sydney

OWNER PROPRIÉTAIRE TC TC
CRPI RIC 1217 00802 MOT 003682
STUDY YEAR ANNÉE D'ÉTUDE 1982



LEGEND **LÉGENDE**

FEDERAL PROPERTY STRUCTURE AND LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE ET TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE / ÉCHELLE 1:50 000

8.2.12 TC Outer Marker Site, Sydney Airport

LOCATION: Mira Road, 8 kilometres southeast of Sydney

SITE:
Area: 4.6 ha
Acquisition dates: 1953, 1954, 1959
Parking: Good on-site
Access: Good by car
Zoning: Agricultural 1(A1)

STRUCTURES:
Number: 2 - 1 steel tower
1 shed
Owner: TC
Occupant: TC
Use: Telecommunications tower and shed
Construction date: 1953
Area: 21 m^2 gross floor area
Storeys: 1

SURROUNDING LAND USE: Vacant

CRPI CODE: 1217006 02 MOTO 03682

The property includes an access road 1.6 kilometres in length, covering 3.5 ha of land. The structures on the property include a wood frame, sheet metal covered telecommunications shed and a steel telecommunications tower.

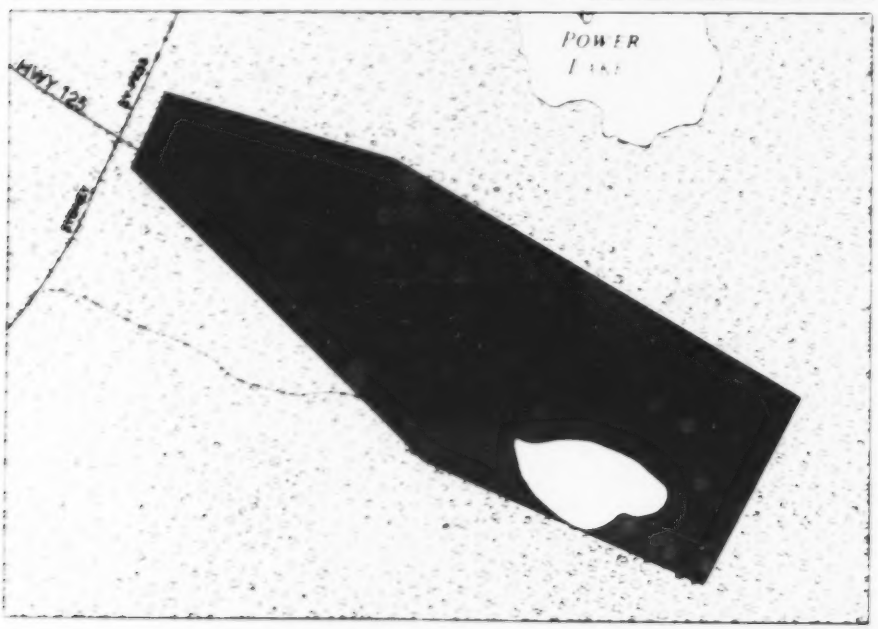
PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Figure 13

Sydney Rifle Range, Sydney
Champ de tir de Sydney

Sydney Bypass
Voie d'evitement de Sydney

OWNER PROPRIETAIRE
DND MDN
CRPI RIC
1217 00802 DND 003662
STUDY YEAR ANNEE D'ETUDE
1982



LEGEND	LÉGENDE
FEDERAL PROPERTY STRUCTURE AND LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE ET TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE ÉCHELLE 1:25 000

8.2.13 DND Sydney Rifle Range, Sydney

LOCATION: Sydney Bypass

SITE:
Area: 168.9 ha land
20.2 ha water
Acquisition dates: 1940, 1942
Parking: Good, none designated
Access: Good by car and foot
Zoning: Watershed (WS)

STRUCTURE:
Number: 1
Owner: DND
Occupant: DND
Use: Rifle Range Target Butts
Construction date: Unknown
Area: 150 m^2 gross area
Storeys: 1

SURROUNDING LAND USE: Vacant rural land

CRPI CODE: 1217006 02 DND0 03662

The Sydney Rifle Range is used by DND to provide target training to both regular and militia forces. The property includes a vehicle training course, a 300 metre rifle and small arms range and a concrete shelter for target handling. The property is also used for small scale military training exercises and field manoeuvres. The property has a chain link perimeter fence along the side that is accessible from the Sydney bypass. Other property boundaries have been identified by clear cutting through the surrounding bush. Gilholmes Lake is fully included in the property. The developed facilities cover only 1% of the property.

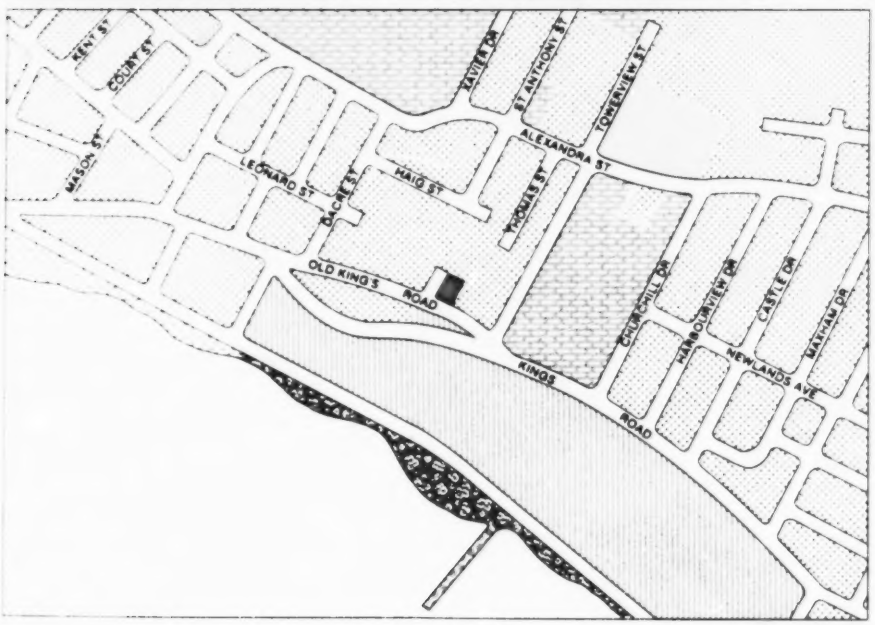
PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Figure 14

Married Quarters, Sydney
Résidence familiale , Sydney

65 Old Kings Road
65, Chemin Old Kings

OWNER PROPRIÉTAIRE RCMP GRC
CRPI RIC 1217 01404 RCM 003731
STUDY YEAR ANNÉE D'ÉTUDE 1982



LEGEND **LÉGENDE**

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE / ÉCHELLE 1:9,600

8.2.14 RCMP Married Quarters, Sydney

LOCATION: 65 Old Kings Road

SITE:
Area: 0.1 ha
Acquisition date: 1954
Parking: Good
Access: Good by car, foot
Zoning: Residential multiple (R-2)

STRUCTURE:
Number: 1
Owner: RCMP
Occupant: RCMP
Use: Married quarters
Construction date: 1956
Area: 234 m^2 gross floor area
Storeys: 2

SURROUNDING LAND USE: Residential

CRPI CODE: 1217014 04 RCMO 03731

The married quarters are of wood frame construction with brick veneer located on some exterior walls. Twenty per cent of the property is occupied by structures.

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Figure 15

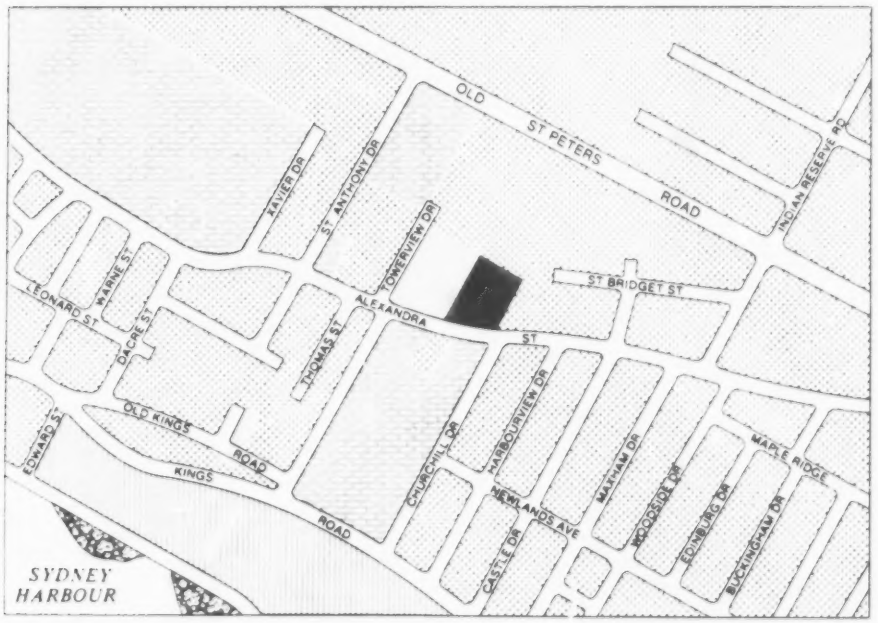
Subdivision Headquarters, Sydney
Quartier général de la subdivision, Sydney

Alexandra Street and Churchill Streets
Angle des rues Alexandra et Churchill

OWNER PROPRIÉTAIRE
RCMP GRC

CRPI RIC
1217 01404 RCM 003730

STUDY YEAR ANNÉE D'ÉTUDE
1982



LEGEND **LÉGENDE**

FEDERAL PROPERTY	PROPRIÉTÉ FÉDÉRALE
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE / ÉCHELLE 1:9,600

8.2.15 RCMP Subdivision Headquarters, Sydney

LOCATION: Alexandra Street and Churchill Street

SITE:
Area: 0.5 ha
Acquisition date: 1964
Parking: Fair on-site, 20 designated
Access: Good by car, foot
Zoning: Residential multiple (R3)

STRUCTURE:
Number: 1
Owner: RCMP
Occupant: RCMP
Use: Office accommodation
Construction date: 1968
Area: 1663 m^2 gross floor area
Storeys: 2 plus basement

SURROUNDING LAND USE: Institutional, residential

CRPI CODE: 1217014 04 RCMO 03730

The property is the Sub-Division Headquarters for Eastern Cape Breton Island. The structure is of steel frame construction with a brick veneer. Attached to the headquarters building is a vehicle service garage. A paved and curbed parking area for police vehicles is provided. Two radio masts are attached as part of the main structure. Twenty per cent of the site is covered by structures, 40% is devoted to parking facilities, the remaining 40% is landscaped or vacant.

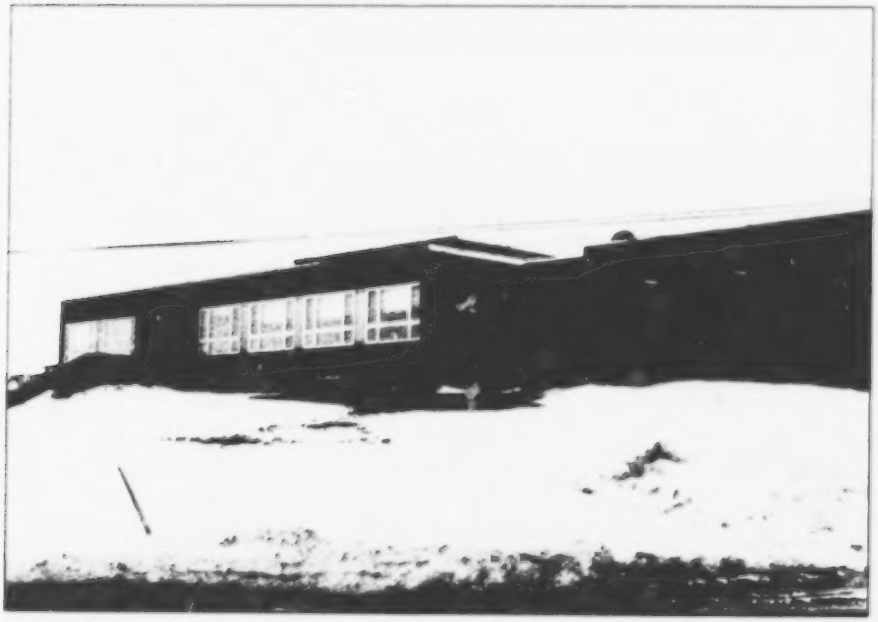
PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

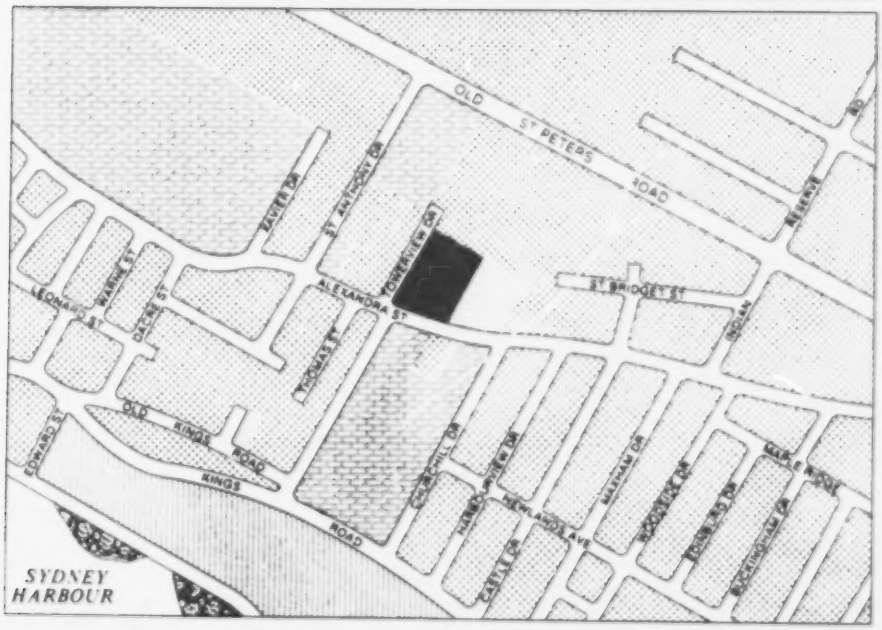
Figure 16

Radio and Television Studios, Sydney
Studios de Radio et de Télévision, Sydney

Alexandra Road and Tower Plaza Drive
Angle de la rue Alexandra et de la promenade Tower Plaza

OWNER PROPRIÉTAIRE CBC R-C
CREPUIC 1217 01404 CBC 003704
STUDY YEAR ANNÉE D'ÉTUDE 1982





LEGEND **LÉGENDE**

FEDERAL PROPERTY STRUCTURE AND LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE ET TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE / ÉCHELLE 1:9,600

8.2.16 CBC Television and Radio Studios, Sydney

LOCATION: Alexandra Road and Tower Plaza Drive

SITE:
Area: 1.0 ha
Acquisition date: 1967
Parking: Good on-site (36)
Access: Good by car, foot
Zoning: Residential multiple (R3)

STRUCTURES:
Number: 2
Owner: CBC
Occupant: CBC
Use: Television and Radio Studio
Construction date: 1967
Area: 554 m^2 gross floor area
Storeys: 1

SURROUNDING LAND USE: Institutional, residential

CRPI CODE: 1217014 04 CBCO 03704

The CBC Television and Radio Studios is a steel frame building with brick veneer. The CBC operations at this location provides TV Broadcasting and Radio Broadcasting facilities to all of Cape Breton Island. A steel tower is located beside the studio building. Six per cent of the property is covered by structures. Sixty per cent of the property is covered by landscaping and parking. Thirty-four per cent of the property consists of tree-covered embankment.

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Figure 17

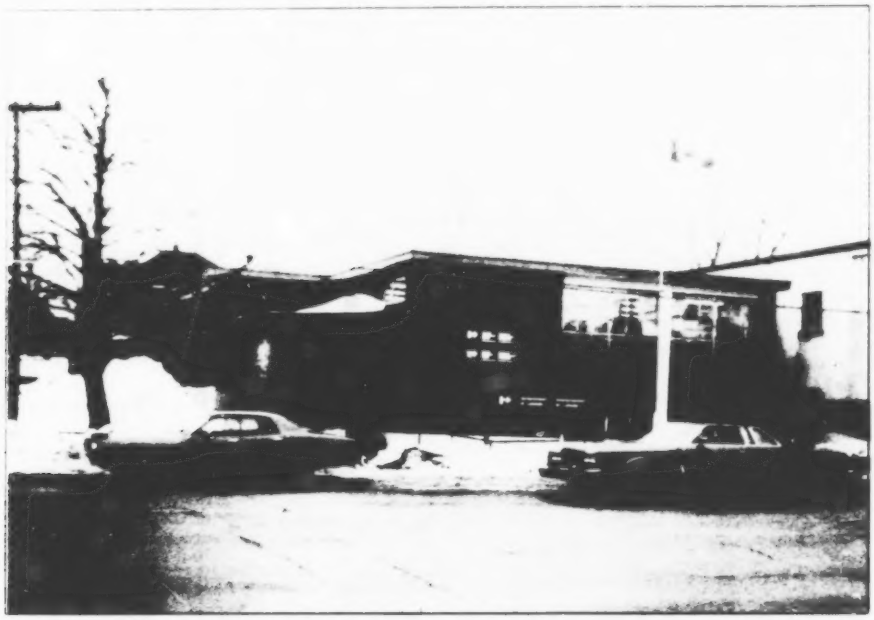
CEIC Building, Sydney
Édifice de la CMEIC, Sydney

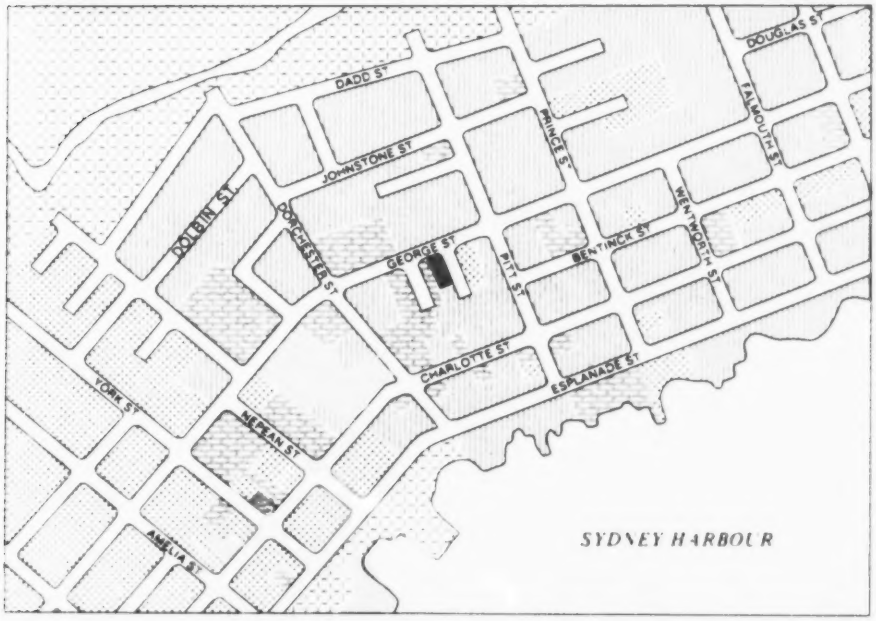
George Street and Forbes Court
Angle de la rue George et de la ruelle Forbes

OWNER PROPRIÉTAIRE
PWC TPC

CRPI RIC
[illegible]

STUDY YEAR ANNÉE D'ÉTUDE
1982





LEGEND LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE / ÉCHELLE 1:9,600

8.2.17 PWC CEIC Building, Sydney

LOCATION: George Street and Forbes Court

SITE:
Area: 0.1 ha
Acquisition date: 1956
Parking: Poor on-site, 4 designated
Access: Good by public transit, car, foot
Zoning: Commercial

STRUCTURE:
Number: 1
Owner: PWC
Occupants: CEIC, LC, PWC
Use: Office accommodation
Construction date: 1957
Area: 1152 m^2 (gross), 907 m^2 (rentable)
Storeys: 1

SURROUNDING LAND USE: Commercial, institutional

CRPI CODE: 1217014 04 DPWO 03711

The CEIC Building is of wood frame construction with a brick exterior. A small service lane exists at the rear of the structure. Approximately 90% of the property is covered by structure, 5% is used for service access and the remaining 5% is landscaped.

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Figure 18

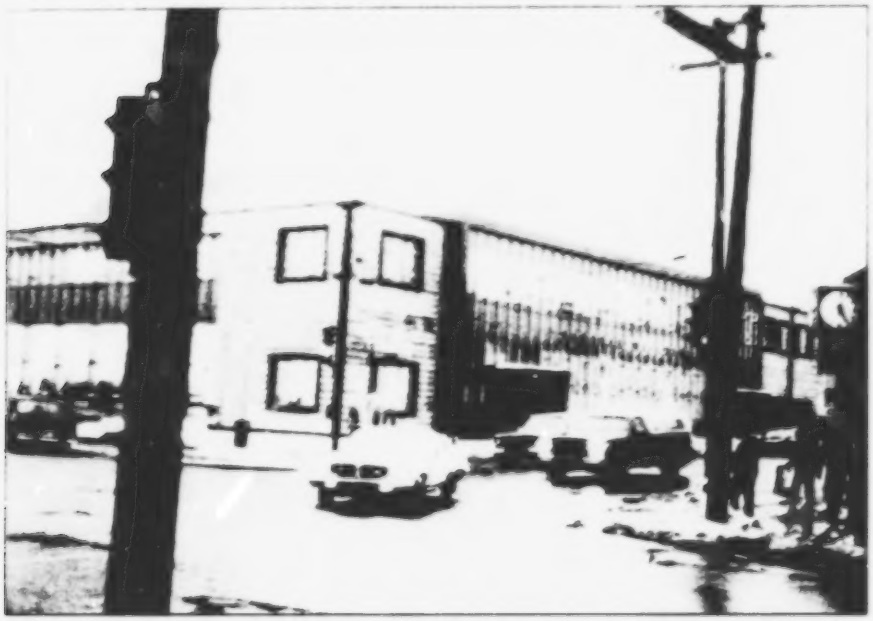
Government of Canada Building, Sydney
Édifice fédéral, Sydney

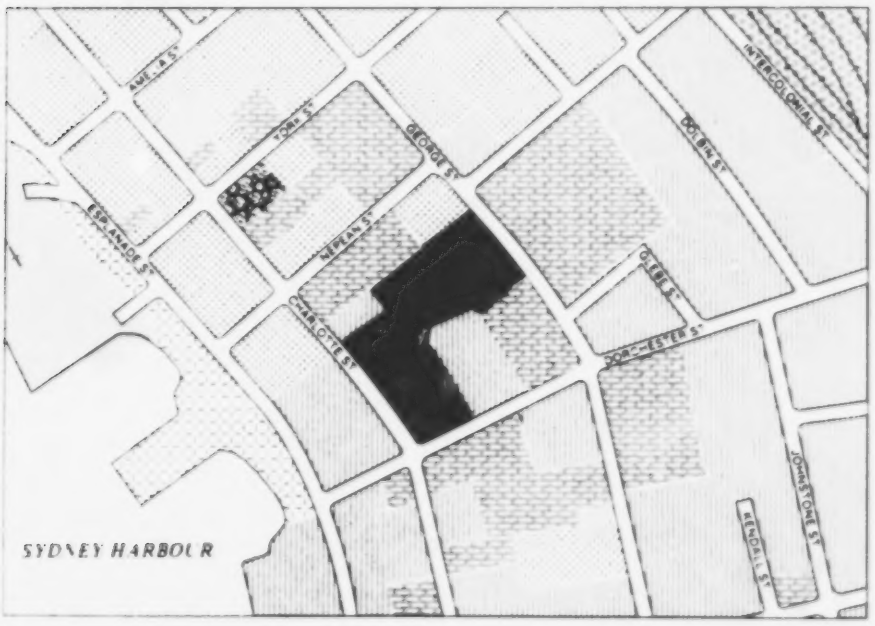
Dorchester, Charlotte and George Streets
Rues Dorchester, Charlotte et George

OWNER PROPRIÉTAIRE
PWC TPC

CRPC RID
[illegible]

STUDY YEAR ANNÉE D'ÉTUDE
1982





LEGEND **LÉGENDE**

FEDERAL PROPERTY - STRUCTURE AND LAND	PROPRIÉTÉ FÉDÉRALE - STRUCTURE ET TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE ÉCHELLE 1:6 000

8.2.18 PWC Government of Canada Building, Sydney

LOCATION: Dorchester, Charlotte and George Streets

SITE:
Area: 1.3 ha
Acquisition dates: 1885, 1961, 1979
Parking: Good on-site, 18 designated
Access: Good by public transit, car, foot
Zoning: Commercial 1(C1)

STRUCTURES:
Number: 3
Owner: PWC
Occupants: CPC, CEIC, RC-T, EMO, CCA, EMR and Atlantic Coal Research Institute
Use: Office accommodation
Construction dates: 1961, 1962
Area: GOCB: 7763 m^2 (gross), 6310 m^2 (rentable)
Arts Building: 1584 m^2 (gross), 1584 m^2 (rentable)
Science Building: 2035 m^2 (gross), 2035 m^2 (rentable)

Storeys: GOCB: 3 plus a basement
Arts Bldg.: 2 plus a basement
Science Bldg.: 2 plus a basement

SURROUNDING LAND USE: Commercial, institutional, residential

CRPI CODE: 1217014 04 DPWO 03710
1217014 04 DPWO 22489

The property is located on the northern boundary of the Central Business District and consists of three structures. The main GOCB structure is a steel frame building with a brick and granite exterior. The Arts and Science buildings are steel frame structures with brick veneer. The Science Building provides office accommodation to the departments and agencies of the Federal and Provincial Governments.

Thirty per cent of the property is covered by structures, 10% is used for service area, 55% is used for short-term parking on an undeveloped lot and 5% of the area is landscaped.

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Figure 19

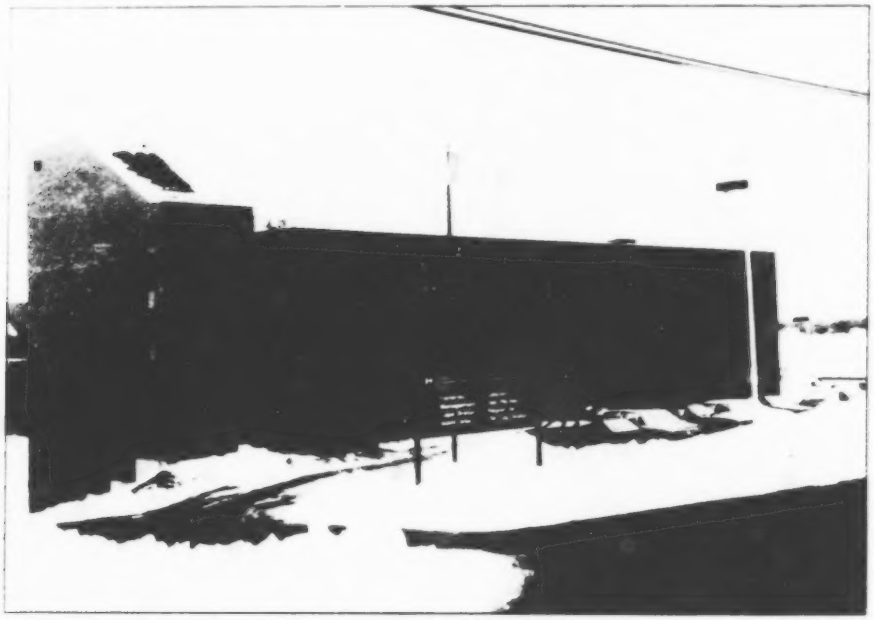
Wharf Site and Approach, Sydney
Quai et approche, Sydney

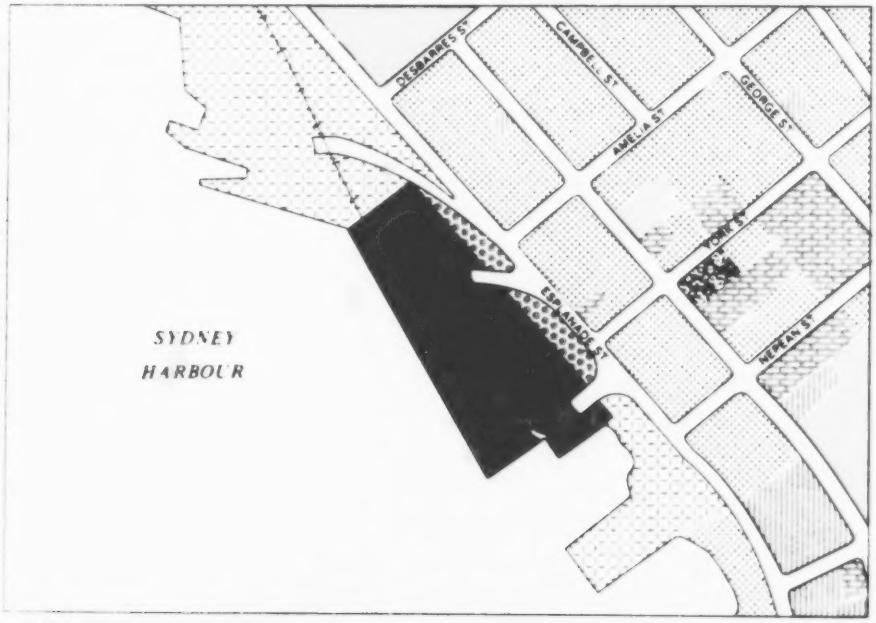
South of Esplanade, Amelia and York Streets
Au sud des rues Esplanade, Amelia et York

OWNER PROPRIETAIRE
PWC TPC

CRPI RIC
1217 01404 DPW 003712

STUDY YEAR ANNEE D'ETUDE
1982





LEGEND **LÉGENDE**

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE ÉCHELLE 1:6 000

8.2.19 PWC Wharf Site and Approach, Sydney

LOCATION: South of Esplanade, Amelia and York Streets

SITE:
Area: 1.8 ha
Acquisition date: 1939
Parking: Good, 15 designated for DFO
Access: Good by car, foot and boat
Zoning: Industrial

STRUCTURES:
Number: 3
Owner: DFO
Occupants: DFO, PWC, TC, Wes Roe (private stevedoring company)
Use: Office accommodation
Construction date: 1978 (Fisheries District Office)
Area: Fisheries District Office: 1729 m^2 gross
PWC Warehouse: 372 m^2 gross 372 m^2 rentable
Wes Roe-Private Office: 178 m^2 gross
Storeys: Fisheries District Office: 3 storeys
PWC Warehouse: 1 storey
Wes Roe-Private Office: 1 storey

SURROUNDING LAND USE: Industrial, institutional, residential

CRPI CODE: 1217014 04 DPWO 03712

The property, originally known as the Barrington Wharf, provides important wharf facilities for a number of industrial concerns around Sydney Harbour and is valuable anchorage for TC-CCG and DFO vessels. Sydney is a year-round port facility. The PWC Wharf facilities are accessible from two entrances by motor vehicle and two railway sidings are located on the property. The wharf face is 335 metres in length and pipeline connections to the Esso bulk fuel terminal are installed at the water's edge. There is a prefabricated steel warehouse with loading docks.

The two railway spurs service the loading docks. Wes Roe maintains an office on the wharf property in a wood frame building. DFO maintains its district fisheries office, in a steel frame building with brick veneer, located on the Esplanade Street side of the property. Seasonal boat storage is provided for DFO regulatory vessels adjacent to their structure.

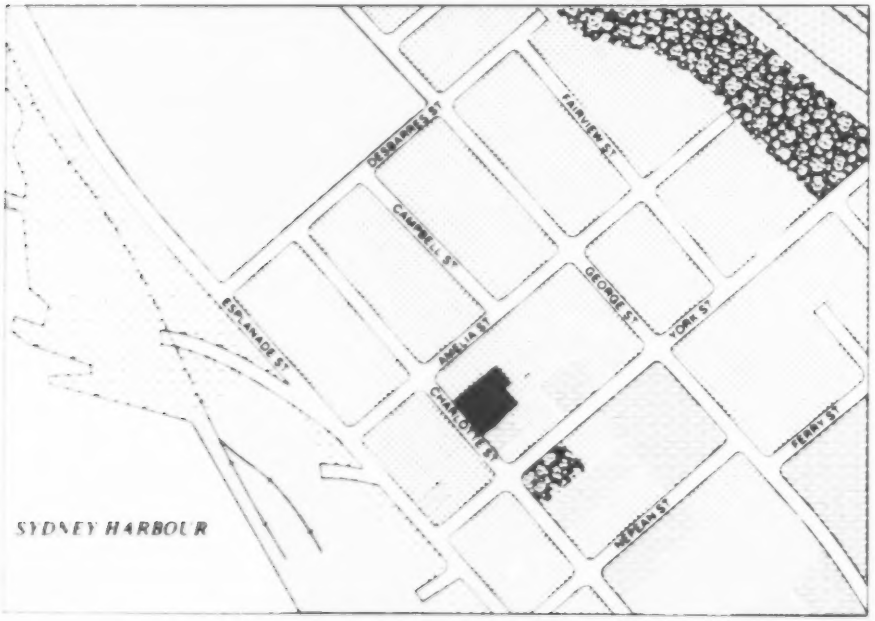
PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Figure 20

Sydney Clinic, Sydney
Clinique de Sydney, Sydney

63 Charlotte Street
63, rue Charlotte

OWNER PROPRIETAIRE NHW SBSC
CRPI RIC 1217 01404 NHW 003728
STUDY YEAR ANNEE D'ETUDE 1982



LEGEND **LÉGENDE**

FEDERAL PROPERTY STRUCTURE AND LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE ET TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE ÉCHELLE 1:6 000

8.2.20 NHW Sydney Clinic, Sydney

LOCATION: 63 Charlotte Street

SITE:
Area: 0.1 ha
Acquisition date: 1963
Parking: Good, 3 designated
Access: Good by public transit, car and foot
Zoning: Residential multiple

STRUCTURE:
Number: 1
Owner: NHW
Occupant: NHW
Use: Community Clinic
Construction date: 1966
Area: 190 m^2 gross floor area
Storeys: 1 plus basement

SURROUNDING LAND USE: Institutional, residential, commercial

CRPI CODE: 1217014 04 NHWO 03728

The property includes the Sydney Clinic Building which is of wood frame construction with brick veneer. Fifteen per cent of the property is covered by buildings and 30% is used for vehicle parking. The remaining 55% is landscaped or vacant.

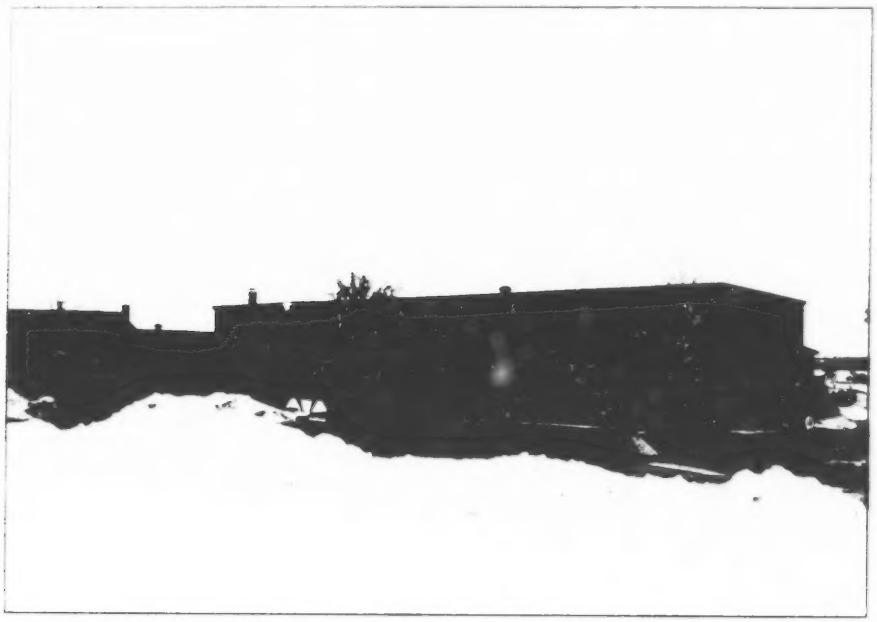
PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

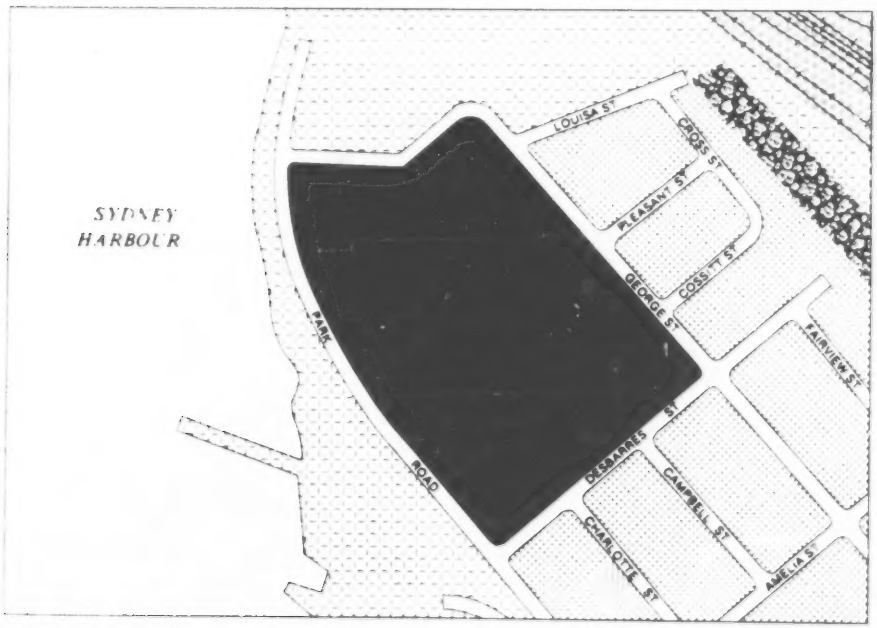
Figure 21

Canadian Forces Station, Victoria Park, Sydney
Station des Forces canadiennes, Parc Victoria, Sydney

George and Des Barres Streets
Angle des rues George et Des Barres

OWNER PROPRIÉTAIRE
DND MDN
CRPI RIC
1217 01404 DND 003708
STUDY YEAR ANNÉE D'ÉTUDE
1982





LEGEND	LÉGENDE
FEDERAL PROPERTY STRUCTURE AND LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE ET TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE ÉCHELLE 1:6 000

8.2.21 DND Canadian Forces Station, Victoria Park, Sydney

LOCATION: George and Des Barres Streets

SITE:
Area: 7.0 ha
Acquisition dates: 1883, 1940
Parking: Good
Access: Good by public transit, car, foot and boat.
Zoning Designation: Special use

STRUCTURES:
Number: 9
Owner: DND
Occupant: DND
Use: Canadian Forces Station
Construction dates: 1940-1943
Area:

Administration:	2 Bldgs. for a total of	1285	m^2
Operational:	5 Bldgs. for a total of	3479	m^2
Institutional:	2 Bldgs. for a total of	535	m^2
TOTAL	9	5299	m^2

Storeys: 1

SURROUNDING LAND USE: Industrial, residential

CRPI CODE: 1217014 04 DND0 03708

The property provides the operational and office accommodations for the Regular Canadian Armed Forces and also accommodates Militia Training for the City of Sydney. All structures are of wood frame construction. The garage has asbestos shingles. A large gravelled area is used for the parking of military vehicles and other purposes. The site is landscaped and even includes a baseball diamond used by DND and the City of Sydney.

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Figure 22

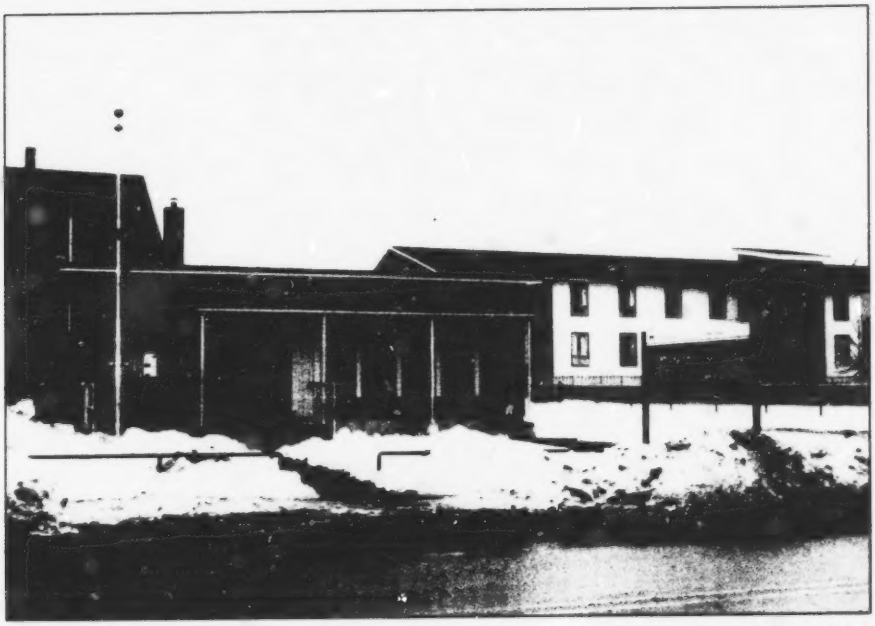
Post Office, Whitney Pier, Sydney
Bureau de poste de Whitney Pier, Sydney

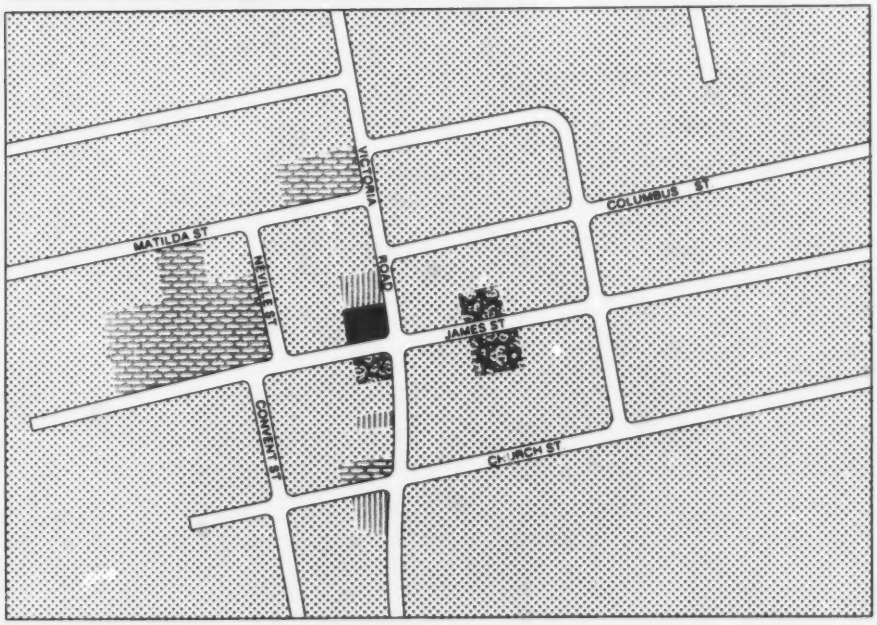
James Street and Victoria Road
Angle de la rue James et du chemin Victoria

OWNER PROPRIÉTAIRE
CPC/SCP

CRPI RIC:
1217 01404 DPW 003725

STUDY YEAR / ANNÉE D'ÉTUDE
1982





LEGEND **LÉGENDE**

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE / ÉCHELLE 1:6,000

8.2.22 CPC Post Office, Whitney Pier, Sydney*

LOCATION: James Street and Victoria Road

SITE:
Area: 0.1 ha
Acquisition date: 1960
Parking: Good, 1 designated
Access: Good by public transit, car and foot
Zoning: Residential multiple

STRUCTURE:
Number: 1
Owner: CPC
Occupant: CPC
Use: Postal processing
Construction date: 1961
Area: 106 m^2 (gross), 95 m^2 (rentable)
Storeys: 1

SURROUNDING LAND USE: Commercial, institutional

CRPI CODE: 1217014 04 DPWO 03725

The Whitney Pier Post Office provides postal processing space to the north end of the City of Sydney. The structure is of wood frame construction with a brick veneer. Eleven per cent of the property is covered by structures.

* As of July 15, 1982 by Order in Council PC 1982-2091, pursuant to the 1981 Canada Post Corporation Act, this property has been transferred from PWC to CPC, effective October 16, 1981.

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Figure 23

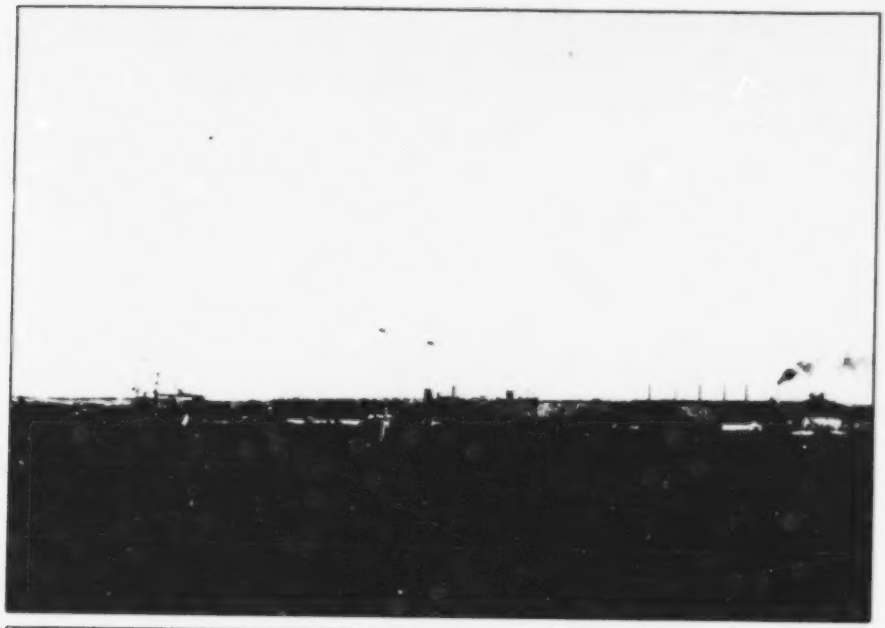
Sydney Harbour Waterlot, Sydney
Lot de grève du port de Sydney

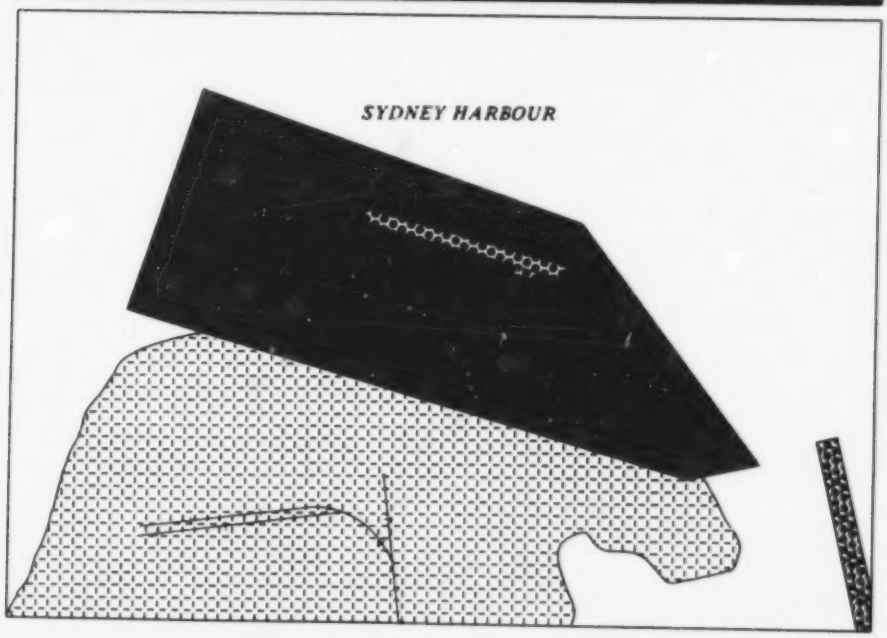
Muggah's Creek
Anse de Muggah

OWNER PROPRIÉTAIRE
TC / TC

CRPI RIC:
1217 01404 MOT 123247

STUDY YEAR ANNÉE D'ÉTUDE
1982





SCALE / ÉCHELLE 1:6,000

LEGEND **LÉGENDE**

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

8.2.23 TC Sydney Harbour Waterlot, Sydney

LOCATION: Muggah's Creek

SITE: **Area:** 11.7 ha
Acquisition date: 1901
Parking: Not applicable
Access: Good by boat; good by car with permission of Sydney Steel Corp.
Zoning: Industrial

STRUCTURE: None

SURROUNDING LAND USE: Industrial

CRPI CODE: 1217014 04 MOT1 23247

The Sydney Harbour Waterlot is located adjacent to the Sydney Steel Corporation plant in Whitney Pier, Sydney. It is currently in use for stockpiling of materials for SYSCO operations and has been filled in by slag wastes from the steel operations.

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Figure 24

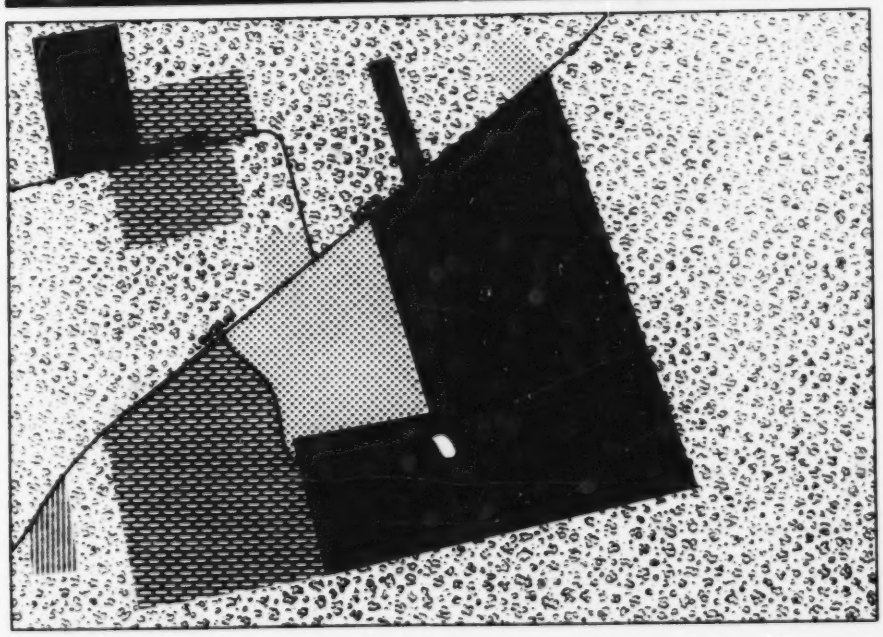
Canadian Forces Station, Sydney
Station des Forces canadiennes, Sydney

Lingam Road, 2 km northeast of Sydney
Chemin Lingam, 2 km au nord-est de Sydney

OWNER PROPRIÉTAIRE
DND/MDN

CRPI RIC:
1217 00602 DND 003660

STUDY YEAR/ANNÉE D'ÉTUDE
1982



LEGEND	LÉGENDE
FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE / ÉCHELLE 1:13,800

8.2.24 DND Canadian Forces Station, Sydney

LOCATION: Lingan Road, 2 km northeast of Sydney

SITE:
Area: 50.6 ha
Acquisition date: 1953
Parking: Good
Access: Good by car, fair by foot.
Zoning: Special use (02)

STRUCTURES:
Number: 101
Owner: DND
Occupant: DND
Use: Operational and residential structures
Construction dates: 1954, 1964
Area:

Administration:	1 Bldgs. for a total of	454	m^2
Operational:	27 Bldgs. for a total of	8691	m^2
Institutional:	5 Bldgs. for a total of	4584	m^2
Residential:	68 Bldgs. for a total of	9303	m^2
	TOTAL	23032	m^2

Storeys: Varies

SURROUNDING LAND USE: Vacant

CRPI CODE: 1217006 02 DND0 03660

The property provides for DND military operations, accommodation and housing in the Sydney area.

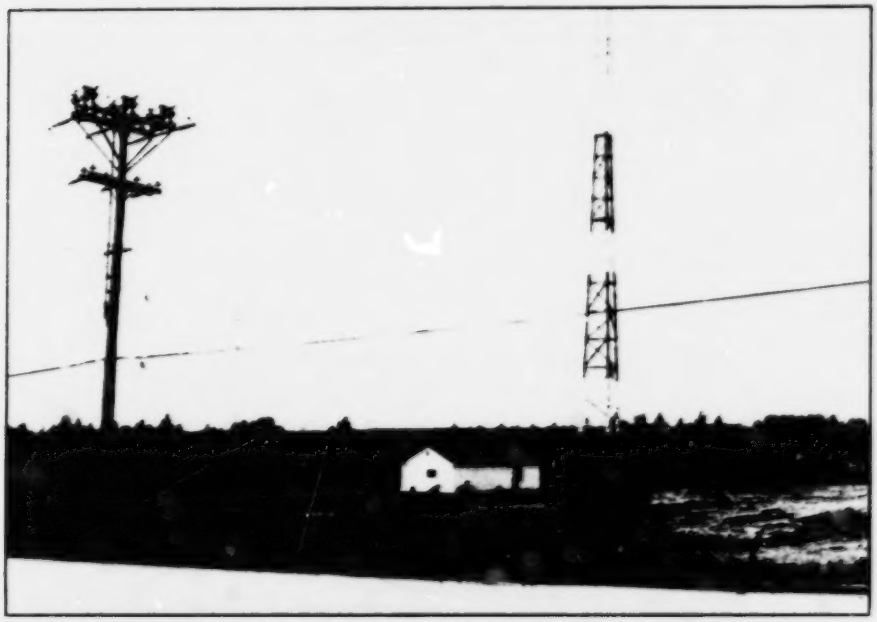
PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

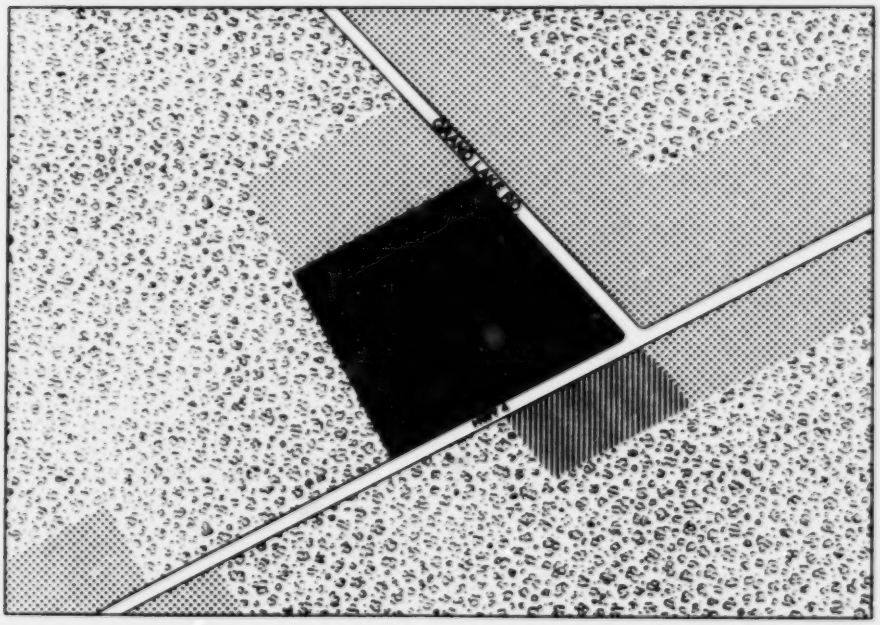
Figure 23

Transmitter Site, Sydney
Site d'Émetteur, Sydney

Grand Lake Road and Highway 4, 5 km east of Sydney
Angle du Chemin Grand Lake et de la route 4, 5 km à l'est de Sydney

OWNER PROPRIÉTAIRE TC TC
CRPI RIC 1217 00602 MOT 003679
STUDY YEAR ANNÉE D'ÉTUDE 1982





LEGEND **LÉGENDE**

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE ÉCHELLE 1:6,000

8.2.25 TC Transmitter Site, Sydney

LOCATION: Grand Lake Road and Highway 5, 5 km east of Sydney

SITE:
Area: 3.6 ha
Acquisition date: 1942
Parking: Good
Access: Good by car and foot
Zoning: Rural residential

STRUCTURES:
Number: 4
Owner: TC
Occupant: TC
Use: Transmitter Site
Construction date: 1942
Area: 94 m^2 gross floor area
Storeys: 1

SURROUNDING LAND USE: Residential, commercial

CRPI CODE: 1217006 02 DPWO 03679

The property provides telecommunication broadcast facilities to the Canadian Coast Guard for their operations in the Cape Breton Island Area. There are three steel towers on the site. One is 45 metres in height and two are 30 metres in height. A wood frame telecom building is centrally located on the property.

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Figure 26

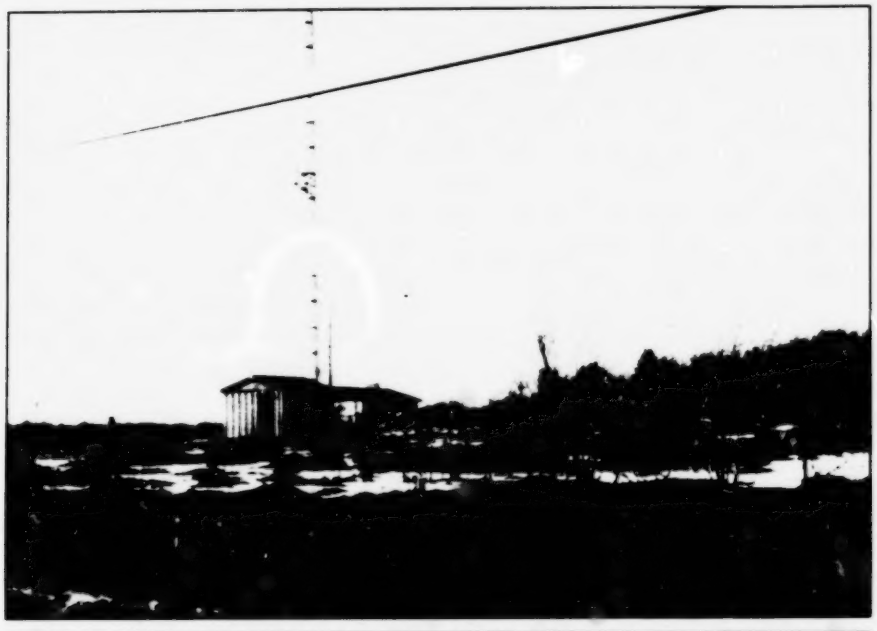
Radio Repeater Station, Sydney
Station de Radio-répéteur

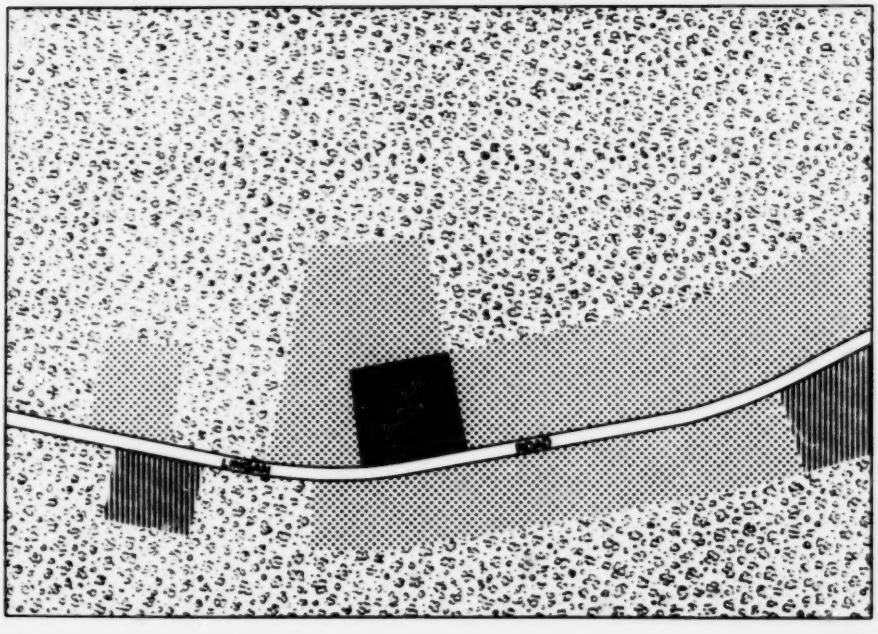
Lingam Road, 8 km northeast of Sydney
Chemin Lingam, 8 km au nord-est de Sydney

OWNER PROPRIÉTAIRE
RCMP GRC

CRPI RIC
1217 01404 RCM 003729

STUDY YEAR ANNÉE D'ÉTUDE
1982





LEGEND **LÉGENDE**

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE / ÉCHELLE 1:6,000

8.2.26 RCMP Radio Repeater Station, Sydney

LOCATION: Lingan Road, 8 km northeast of Sydney

SITE:
Area: 0.8 ha
Acquisition date: 1966
Parking: Good, none designated
Access: Good by car and foot
Zoning: Rural residential

STRUCTURES:
Number: 2
Owner: RCMP
Occupant: RCMP
Use: Radio repeater station
Construction date: 1966
Area: 16 m^2
Storeys: 1

SURROUNDING LAND USE: Vacant, residential, commercial

CRPI CODE: 1217014 04 RCMO 03729

The property provides radio broadcast facilities for RCMP operational requirements in the Industrial Cape Breton Region. A steel-clad radio shelter and a 30 metre steel tower are located on the property.

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Figure 27

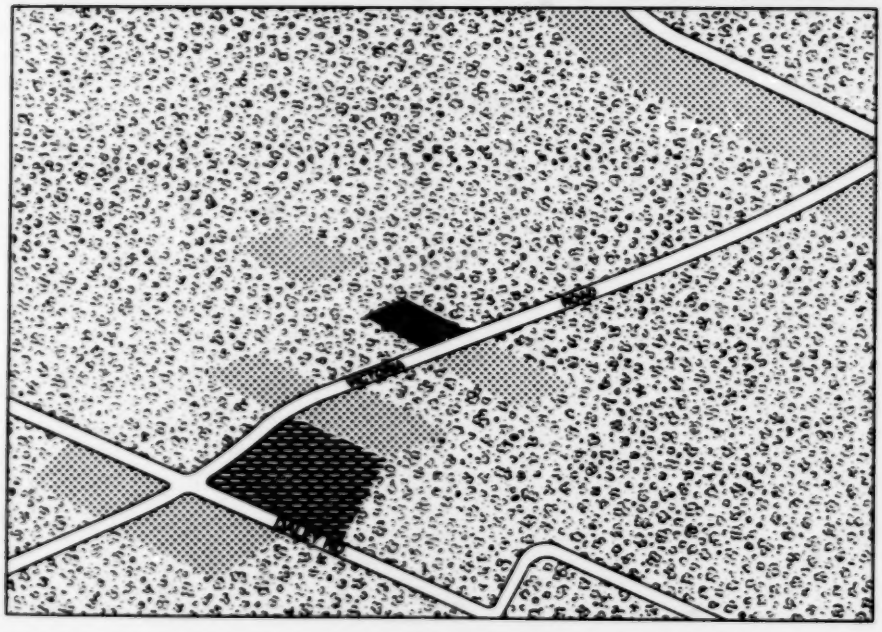
Post Office, New Victoria
Bureau de poste de New Victoria

Highway 28, 14 km north of Sydney
Route 28, 14 km au nord de Sydney

OWNER PROPRIÉTAIRE
CPC / SCP

CRPI RIC
1217 00602 DPW 003666

STUDY YEAR ANNÉE D'ÉTUDE
1982



LEGEND **LÉGENDE**

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE / ÉCHELLE 1:6,000

8.2.27 CPC Post Office, New Victoria*

LOCATION: Highway 28, 14 km north of Sydney

SITE:
Area: 0.1 ha
Acquisition date: 1964
Parking: Good (1)
Access: Good by car, foot
Zoning: Commercial

STRUCTURE:
Number: 1
Owner: CPC
Occupants: CPC
Use: Postal processing
Construction date: 1965
Area: 56 m^2 (gross), 50 m^2 (rentable)
Storeys: 1

SURROUNDING LAND USE: Residential, vacant

CRPI CODE: 1217006 02 DPWO 03666

New Victoria Post Office is a wood frame building with a brick envelope and is located in an historic mining community.

* As of July 15, 1982 by Order in Council PC 1982-2091, pursuant to the 1981 Canada Post Corporation Act, this property has been transferred from PWC to CPC, effective October 16, 1981.

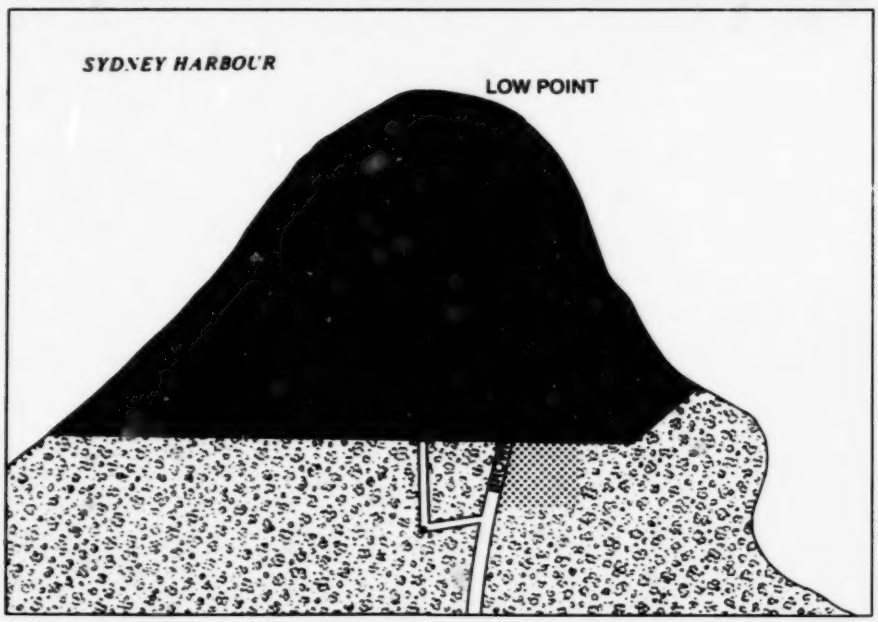
PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Figure 28

Light Station, Low Point
Station de phare de Low Point

Brown's Road, 15 km north of Sydney
Chemin Brown's, 15 km au nord de Sydney

OWNER PROPRIÉTAIRE TC TC
CRPI RIC: 1217 00602 MOT 103686 1217 00602 MOT 103687
STUDY YEAR ANNÉE D'ÉTUDE 1982



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE / ÉCHELLE 1:6,000

8.2.28 TC Light Station, Low Point

LOCATION: Brown's Road, 15 km north of Sydney

SITE:
Area: 12.7 ha (including 0.1 ha pumphouse site)
Acquisition dates: 1856, 1958
Parking: Good
Access: Good by car, foot and boat
Zoning: Rural residential

STRUCTURES:
Number: 6
Owner: TC
Occupant: TC
Use: Navigational Aids and Accommodation
Construction dates: 1936, 1958, 1962
Area:

Lighthouse	54 m^2
Residence	216 m^2
Residence	105 m^2
Equipment shed	34 m^2
Vehicle Bldg.	62 m^2
Pumphouse	9 m^2

Storeys: Lighthouse (2), residences (2), shed (1), vehicle building (1), Pumphouse (1)

SURROUNDING LAND USE: Vacant, residential

CRPI CODE: 1217006 02 MOT1 03686
1217006 02 MOT1 03687

The Low Point Light Station, fog alarm and pumphouse are located at the mouth of Sydney Harbour. The lighthouse is an octagonal concrete structure 12 metres in height. The dwellings which are in use for the accommodation of the lighthouse keepers are of wood frame construction.

The dwelling near the lighthouse, constructed in 1936, is currently used for storage by TC-CCG. A wood frame equipment shed is located beside this dwelling. A wood frame vehicle storage building, built in 1962, is located on the western side of the property. The remaining economic life of most structures is 30 years. The older frame dwelling has an economic life of approximately 10 years.

The pumphouse is located on a small parcel of land 35 metres from the main station and is accessible over two rights-of-way. The pumphouse itself is of concrete block construction and is 9 m^2 in area.

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Figure 29

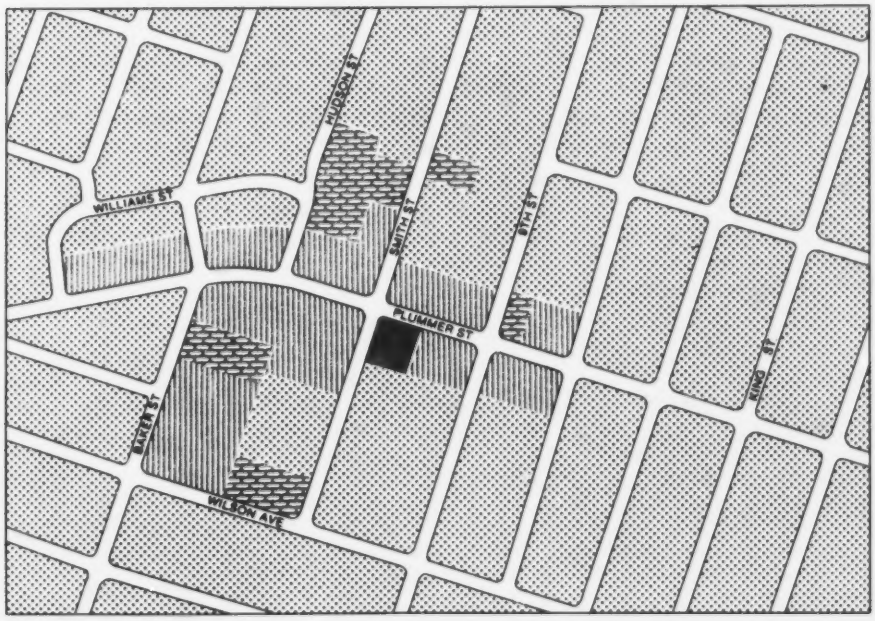
Government of Canada Building, New Waterford
Édifice fédéral de New Waterford

Plummer and Smith Streets
Angle des rues Plummer et Smith

OWNER / PROPRIÉTAIRE
CPC / SCP

CRPI / RIC:
1217 01202 DPW 003701

STUDY YEAR / ANNÉE D'ÉTUDE
1982



LEGEND **LÉGENDE**

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE / ÉCHELLE 1:6.000

8.2.29 CPC Government of Canada Building, New Waterford*

LOCATION: Plummer and Smith Streets

SITE:
Area: 0.2 ha
Acquisition dates: 1931, 1957
Parking: Good, 3 designated
Access: Good by public transit, car and foot
Zoning: Commercial

STRUCTURE:
Number: 1
Owner: CPC
Occupant: CPC, CEIC
Use: Postal processing
Construction date: 1936
Area: 838 m^2 (gross), 670 m^2 (rentable)
Storeys: 2

SURROUNDING LAND USE: Commercial, institutional

CRPI CODE: 1217012 02 DPWO 03701

The New Waterford GOCB is a steel frame building with a brick veneer and is considered to be an important building within the community. Twenty-five per cent of the property is covered by structures.

* As of July 15, 1982 by Order in Council PC 1982-2091, pursuant to the 1981 Canada Post Corporation Act, this property has been transferred from PWC to CPC, effective October 16, 1981.

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Figure 30

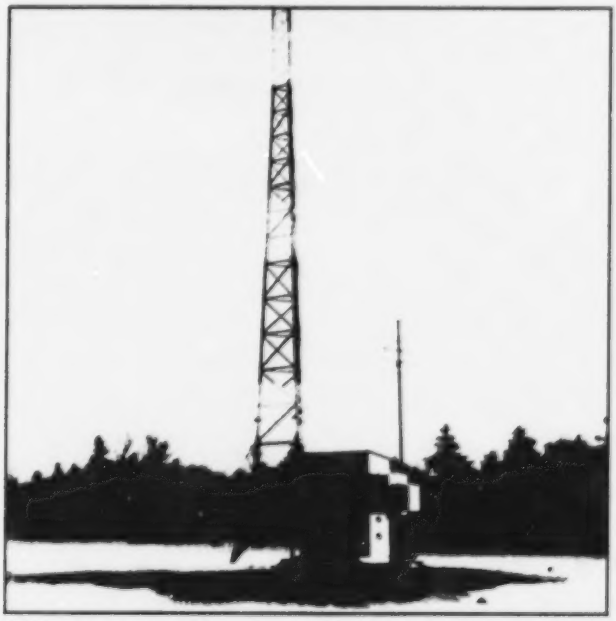
Outer Marker SMs, Sydney Airport, Sydney
Radioborne extérieure, Aéroport de Sydney

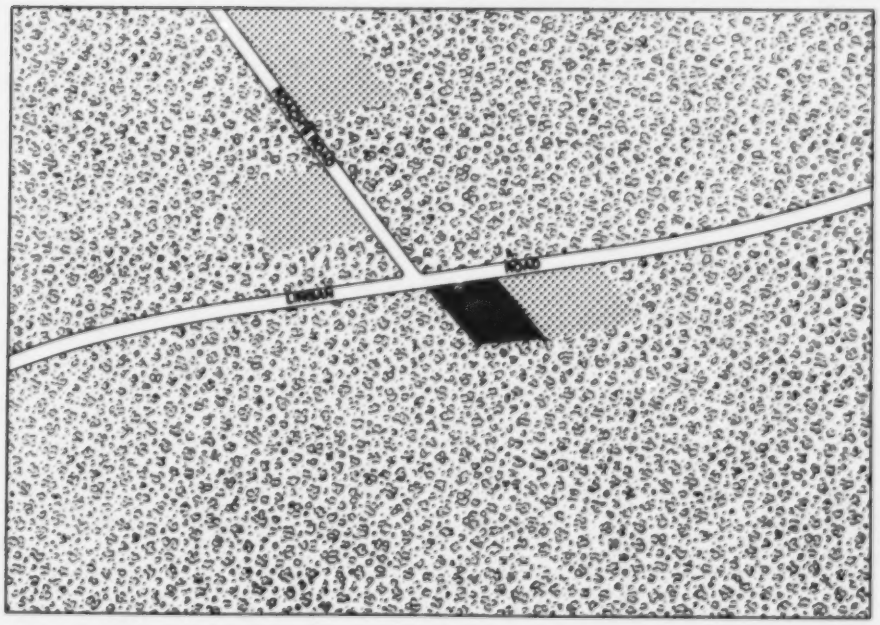
Lingam Road, 15 km northeast of Sydney
Chemin Lingam, 15 km au nord-est de Sydney

OWNER PROPRIÉTAIRE
TC/TC

CRPI RIC:
1217 01404 MOT 003683

STUDY YEAR/ANNÉE D'ÉTUDE
1982





LEGEND **LÉGENDE**

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE / ÉCHELLE 1:6,000

8.2.30 TC Outer Marker Site, Sydney Airport

LOCATION: Lingan Road, 15 km northeast of Sydney

SITE:
Area: 0.3 ha
Acquisition date: 1950
Parking: Good
Access: Good by car and foot
Zoning: Rural residential

STRUCTURES:
Number: 2
Owner: TC
Occupant: TC
Use: Telecommunications facility
Construction date: 1950
Area: 30 m^2 gross floor area
Storeys: 1

SURROUNDING LAND USE: Vacant, residential

CRPI CODE: 1217014 04 MOTO 03683

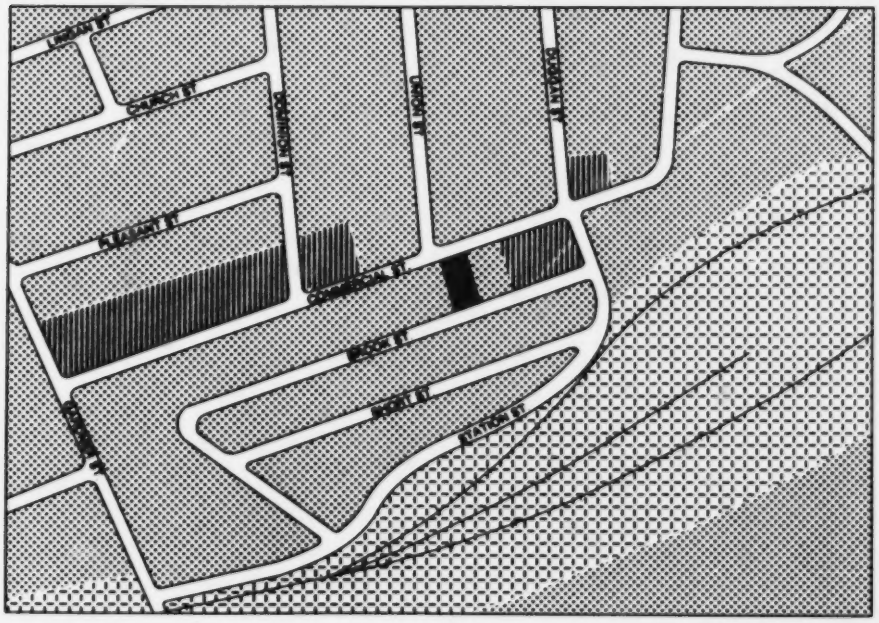
The property includes a small wood frame, asbestos sided, telecommunication structure and a 30 metre steel tower and is in a remote location.

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

[redacted]

Commercial Street and Union Street
Angle des rues Commercial et Union

OWNER PROPRIÉTAIRE CPC/SCP
CRPI RIC: 1217 01102 DPW 003698
STUDY YEAR/ANNÉE D'ÉTUDE 1982



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE / ÉCHELLE 1:6,000

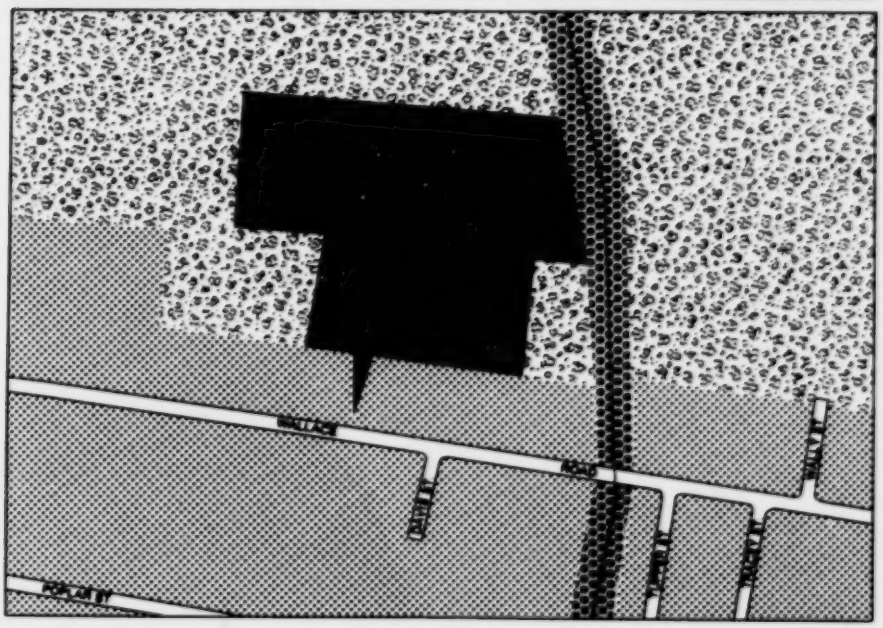
PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Figure 32

[redacted]

Wallace Road
Chemin Wallace

OWNER PROPRIÉTAIRE TC / TC
CRPI RIC 1217 00902 MOT 003694
STUDY YEAR ANNÉE D'ÉTUDE 1982



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE / ÉCHELLE 1:6,000

8.2.32 TC Back Beam Marker Site, Glace Bay

LOCATION: Wallace Road

SITE:
Area: 4.3 ha
Acquisition date: 1959
Parking: None
Access: Poor by car, good by foot
Zoning: Commercial

STRUCTURES:
Number: 2
Owner: TC
Occupant: TC
Use: Telecommunications facility
Construction date: 1978
Area: 21 m^2 gross floor area
Storeys: 1

SURROUNDING LAND USE: Residential, vacant, industrial

CRPI CODE: 1217009 02 MOTO 03694

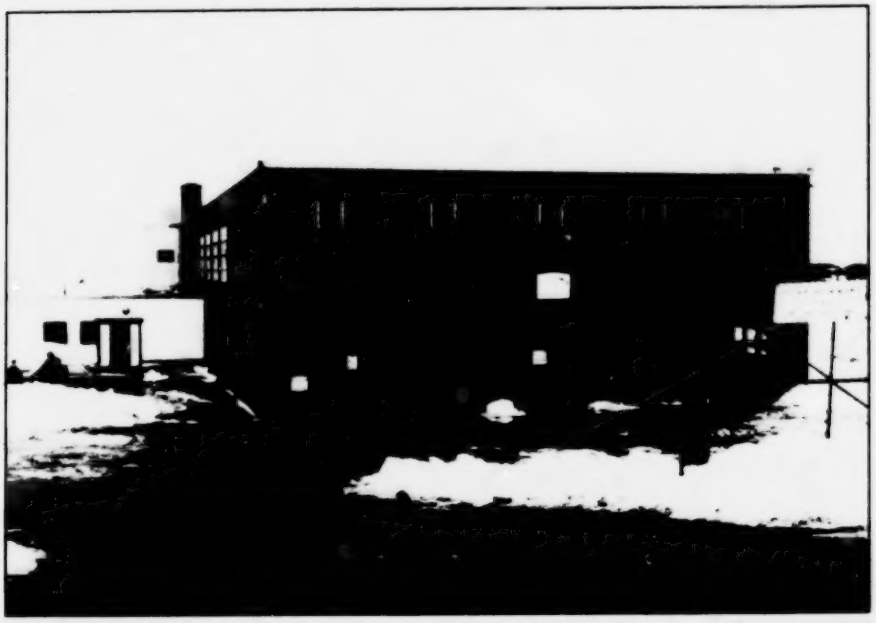
The Back Beam Marker Site for Runway 25 includes a 33 metre steel tower and a wooden telecommunications shed with shiplap siding on a concrete foundation.

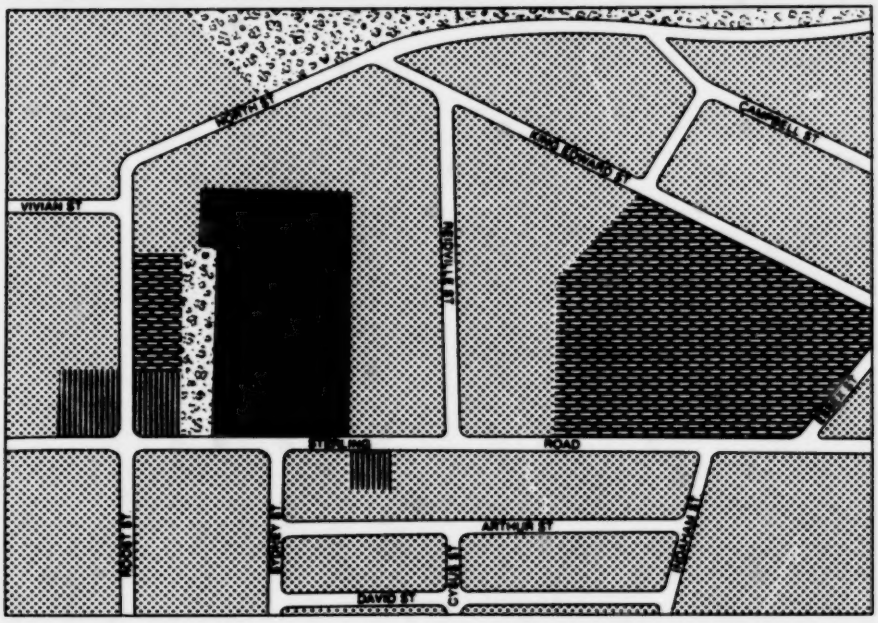
PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

[redacted]

Stirling Road
Chemin Stirling

OWNER PROPRIÉTAIRE DND/MDN
CRPI RIC: 1217 00902 DND 003960
STUDY YEAR ANNÉE D'ÉTUDE 1982





LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE / ÉCHELLE 1:2,400

8.2.33 DND Stirling Road Armoury, Glace Bay

LOCATION: Stirling Road

SITE:
- **Area:** 1.8 ha
- **Acquisition date:** 1951
- **Parking:** Good on-site
- **Access:** Good by car and foot
- **Zoning:** Residential

STRUCTURES:
- **Number:** 2
- **Owner:** DND
- **Occupant:** DND
- **Use:** Militia training
- **Construction date:** 1951
- **Area:** 2264 m^2 gross floor area
- **Storeys:** 2

SURROUNDING LAND USE: Residential, commercial

CRPI CODE: 1217009 02 DND0 03960

The Stirling Road Armoury, which occupies 12% of the property, includes a concrete block building and garage annex. An additional 1% is allocated for vehicle parking. The balance of the property is an open playing field.

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Figure 34

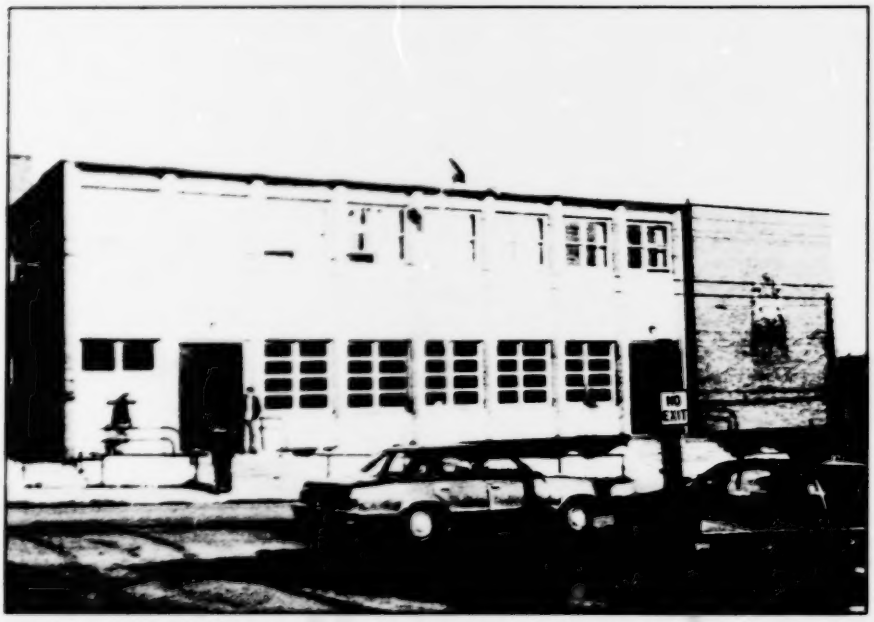
Government of Canada Building, Glace Bay
Édifice fédéral de Glace Bay

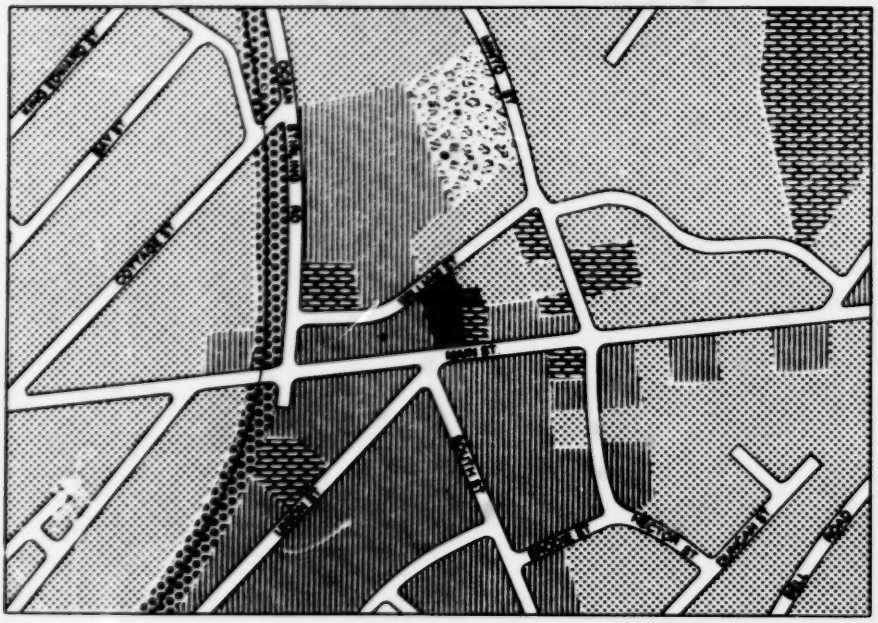
Main and South Dolbin Streets
Angle des rues Main et South Dolbin

OWNER PROPRIÉTAIRE
CPC / SCP

CRPI RIC
1217 00902 DPW 003691

STUDY YEAR ANNÉE D'ÉTUDE
1982





LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE ÉCHELLE 1:6 000

8.2.34 CPC Government of Canada Building, Glace Bay*

LOCATION: Main Street and South Dolbin Street

SITE:
Area: 0.2 ha
Acquisition dates: 1934, 1975
Parking: Good, 8 designated on-site
Access: Good by public transit, car and foot
Zoning: Commercial

STRUCTURE:
Number: 1
Owner: CPC
Occupants: CPC, CEIC, PWC, DFO
Use: Postal processing
Construction date: 1975
Area: 1838 m^2 (gross), 1380 m^2 (rentable)
Storeys: 2

SURROUNDING LAND USE: Commercial, institutional

CRPI CODE: 1217009 02 DPWO 03691

The Glace Bay GOCB is a steel frame building with a brick veneer, occupying 25% of the property. Parking for visitors and employees occupies 60%.

* As of July 15, 1982 by Order in Council PC 1982-2091, pursuant to the 1981 Canada Post Corporation Act, this property has been transferred from PWC to CPC, effective October 16, 1981.

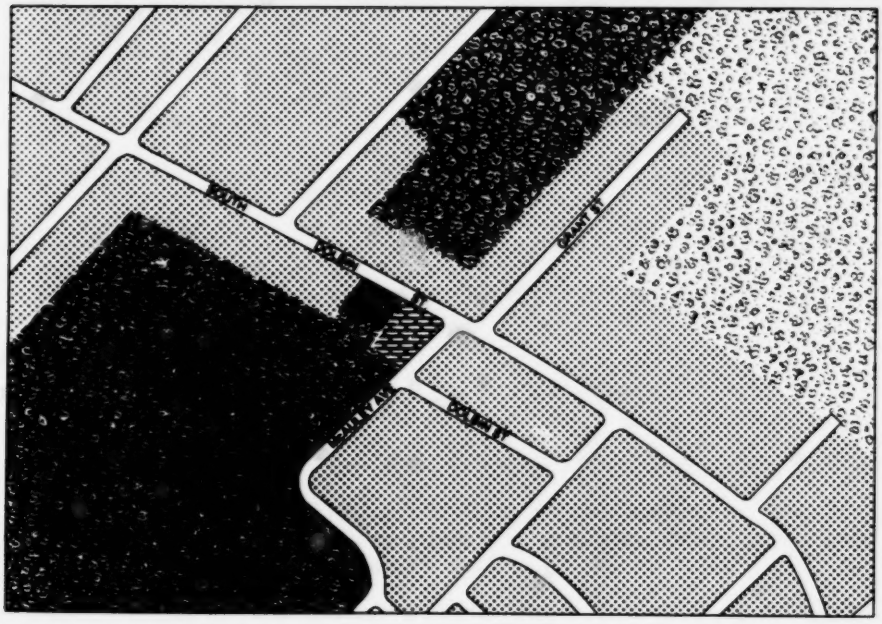
PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Figure 35

Police Detachment, Glace Bay
Détachement de la police, Glace Bay

154 South Street
154, rue South

OWNER PROPRIÉTAIRE
RCMP GRC
CRPI RIC:
1217 00902 RCM 003697
STUDY YEAR ANNÉE D'ÉTUDE
1982



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE / ÉCHELLE 1:6,000

8.2.35 RCMP Police Detachment, Glace Bay

LOCATION: 154 South Street

SITE:
Area: 0.1 ha
Acquisition date: 1953
Parking: Good on-site, 3 designated
Access: Good by car and foot
Zoning: Residential

STRUCTURES:
Number: 2
Owner: RCMP
Occupant: RCMP
Use: Police detachment
Construction date: 1954
Area: 480 m^2 gross floor area
Storeys: 2

SURROUNDING LAND USE: Residential

CRPI CODE: 1217009 02 RCMO 03697

The Glace Bay RCMP Detachment is a two-storey wood frame building which contains two married quarters apartments as well as the detachment offices. There is a wood frame, 3-bay heated garage located at the rear corner of the property. The structures cover 25% of the property and an additional 35% is covered by parking and delivery areas. The balance of the property is landscaped. The detachment provides police services from Louisbourg to Dominion.

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Figure 36

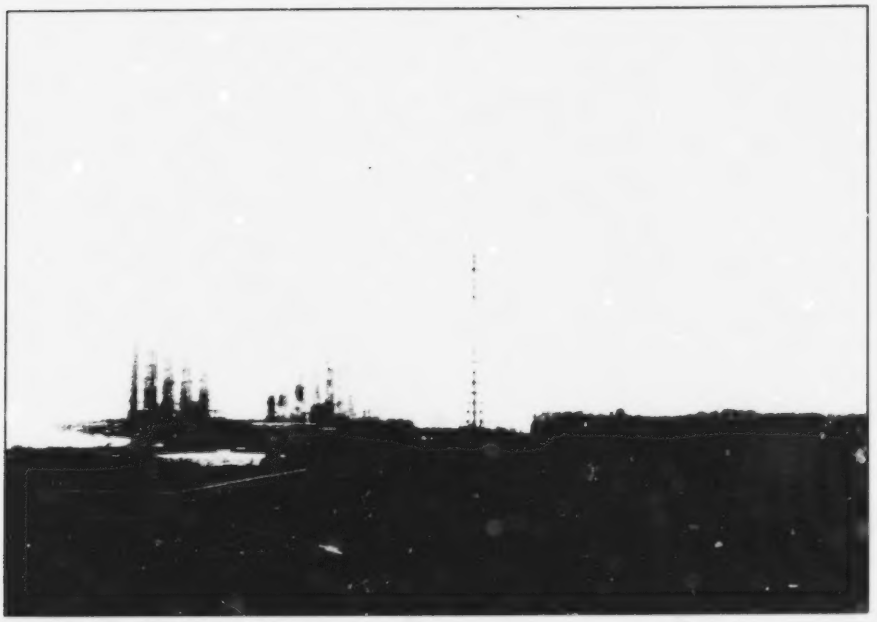
Heavy Water Plant, Glace Bay
Centrale d'eau lourde, Glace Bay

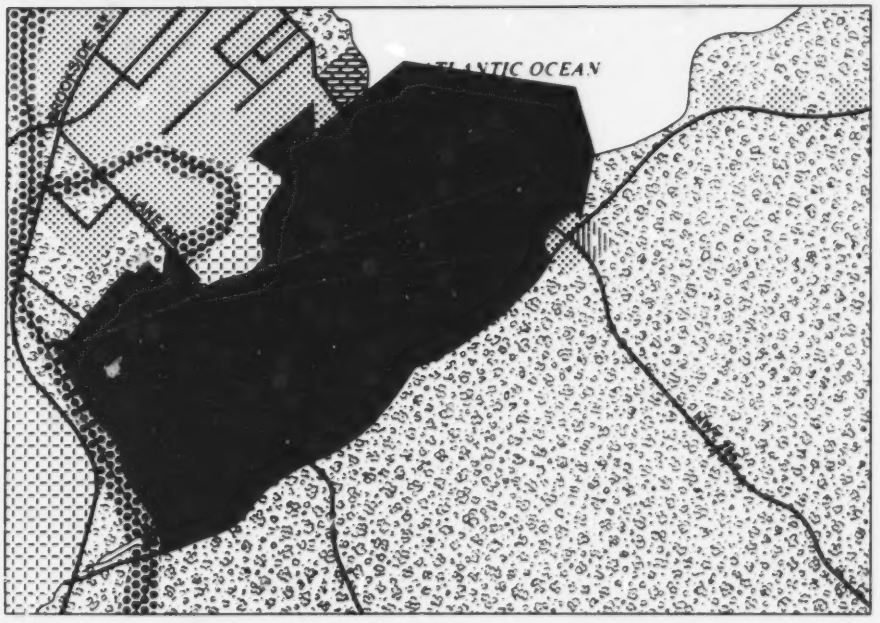
Donkin Highway
Route Donkin

OWNER PROPRIÉTAIRE
AEC EACL

CRPI RIC:
1217 00902 AEC 023843

STUDY YEAR/ANNÉE D'ÉTUDE
1982





LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE / ÉCHELLE 1:50,000

8.2.36 AEC Heavy Water Plant, Glace Bay

LOCATION: Donkin Highway

SITE:
Area: 607.0 ha
Acquisition date: 1978
Parking: Good off-road
Access: Good by car and foot
Zoning: Industrial

STRUCTURES:
Number: 19
Owner: AEC
Occupant: AEC
Use: Chemical processing plant
Construction dates: Various from 1968 to 1980
Area: 25000 m^2 (ground area)
Storeys: Various

SURROUNDING LAND USE: Industrial, residential, agricultural, watershed

CRPI CODE: 1217009 02 AECO 23843

The AEC Heavy Water Plant is an industrial complex which provides major employment in the Glace Bay area and consists of a large number of structures and administrative facilities. The fenced manufacturing site occupies about 160,000 m^2 of which about 25,000 m^2 is utilized for administrative and service buildings. The property covers a large area to the southeast of Glace Bay and includes the industrial plant, administrative offices, a greenhouse, water storage reservoirs and finished product storage facilities. The plant employs 360 people. An estimated 2% of the property is covered by structures and associated parking.

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Figure 37

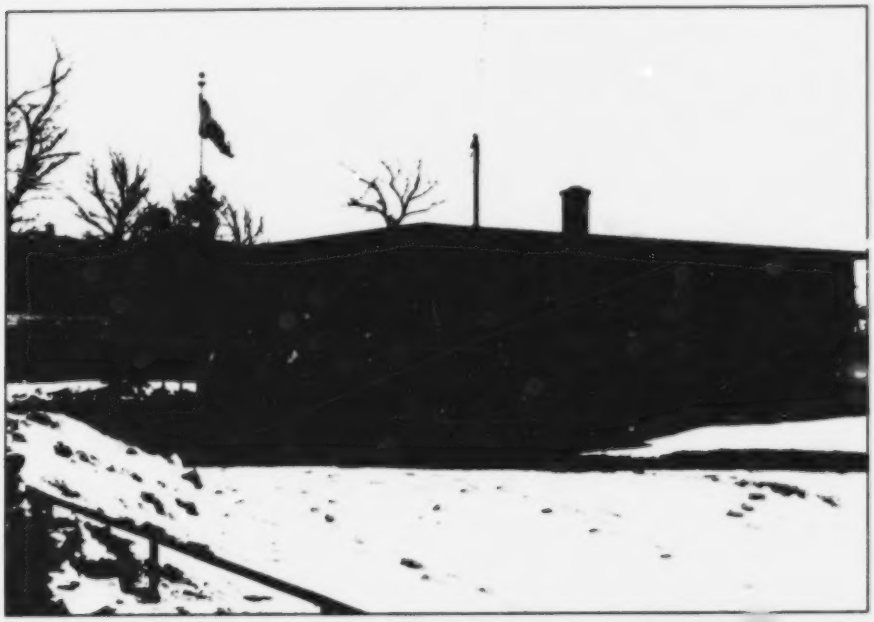
Post Office, Reserve Mines
Bureau de poste de Reserve Mines

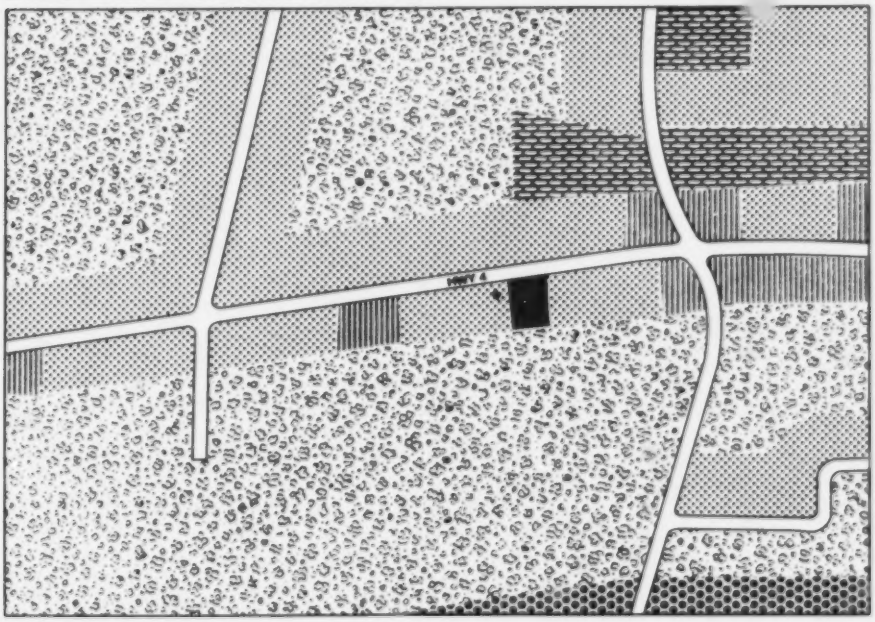
Main Street
Rue Main

OWNER PROPRIÉTAIRE
CPC/SCP

CRPI RIC:
1217 00602 DPW 003668

STUDY YEAR ANNÉE D'ÉTUDE
1982





LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
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COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE / ÉCHELLE 1:6,000

8.2.37 CPC Post Office, Reserve Mines*

LOCATION: Main Street

SITE:
Area: 0.1 ha
Acquisition date: 1961
Parking: Good on-site, 1 designated
Access: Good by car and foot
Zoning: Commercial

STRUCTURE:
Number: 1
Owner: CPC
Occupant: CPC
Use: Postal processing
Construction date: 1962
Area: 106 m^2 (gross), 97 m^2 (rentable)
Storeys: 1

SURROUNDING LAND USE: Commercial, residential

CRPI CODE: 1217006 02 DPWO 03668

The Reserve Mines Post Office is a wood frame building with a brick veneer. The structure occupies 7% of the property. Twenty-five per cent of the property is gravel surfaced laneway and parking/service area. The remainder of the property is landscaped.

* As of July 15, 1982 by Order in Council PC 1982-2091, pursuant to the 1981 Canada Post Corporation Act, this property has been transferred from PWC to CPC, effective October 16, 1981.

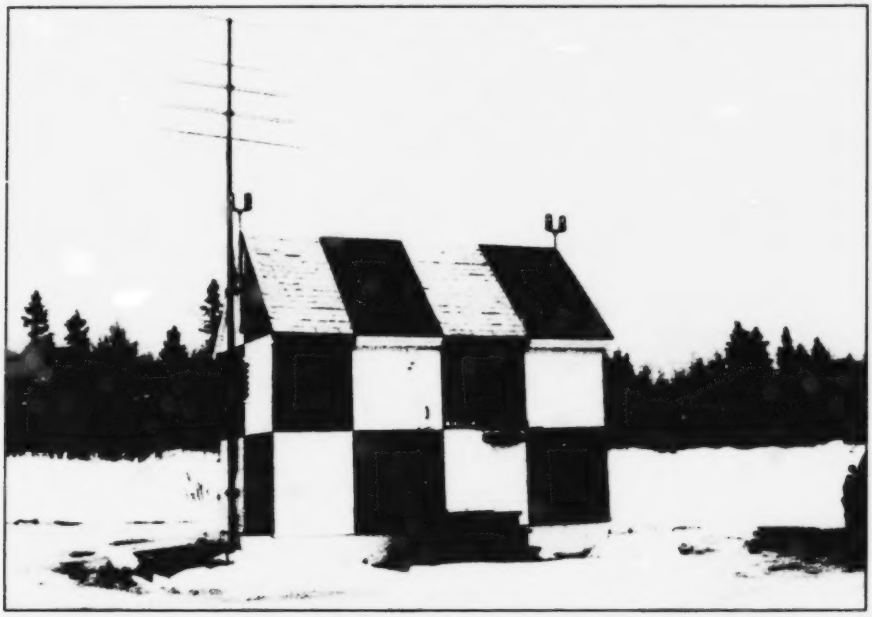
PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

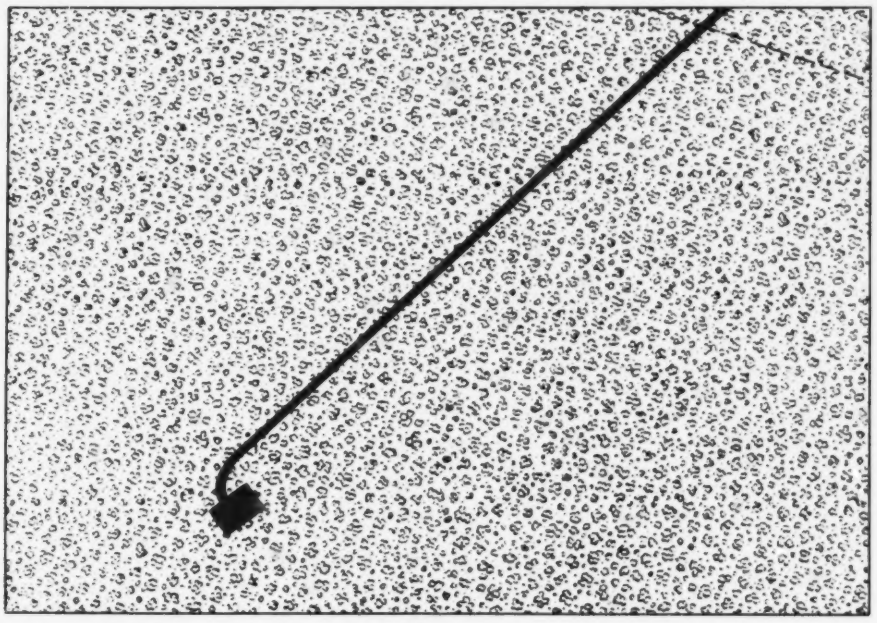
Figure 38

Middle Marker—Runway 07-25, Sydney Airport
Radioborne intermédiaire, Piste 07-25, Aéroport de Sydney

1524 metres from end of Runway 07
à 1524 mètres de l'extrémité de la piste 07

OWNER PROPRIÉTAIRE
TC TC
CRPI RIC
1217 00602 MOT 003681
STUDY YEAR ANNÉE D'ÉTUDE
1982





LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE / ÉCHELLE 1:8,300

8.2.38 TC Middle Marker Site, Sydney Airport

LOCATION: 1524 metres from end of Runway 07

SITE:
Area: 0.4 ha
Acquisition date: 1952
Parking: None
Access: Good radio equipped car and foot
Zoning: Agricultural

STRUCTURES:
Number: 2
Owner: TC
Occupant: TC
Use: Telecommunications facility
Construction date: 1951
Area: 11 m^2 gross floor area
Storeys: 1

SURROUNDING LAND USE: Vacant, residential

CRPI CODE: 1217006 02 MOTO 03681

The Middle Marker Site is serviced by a gravel surfaced access road. The structure is of wood frame construction and has an asbestos shingle exterior. The structure occupies less than 1% of the site. A steel beacon tower is attached.

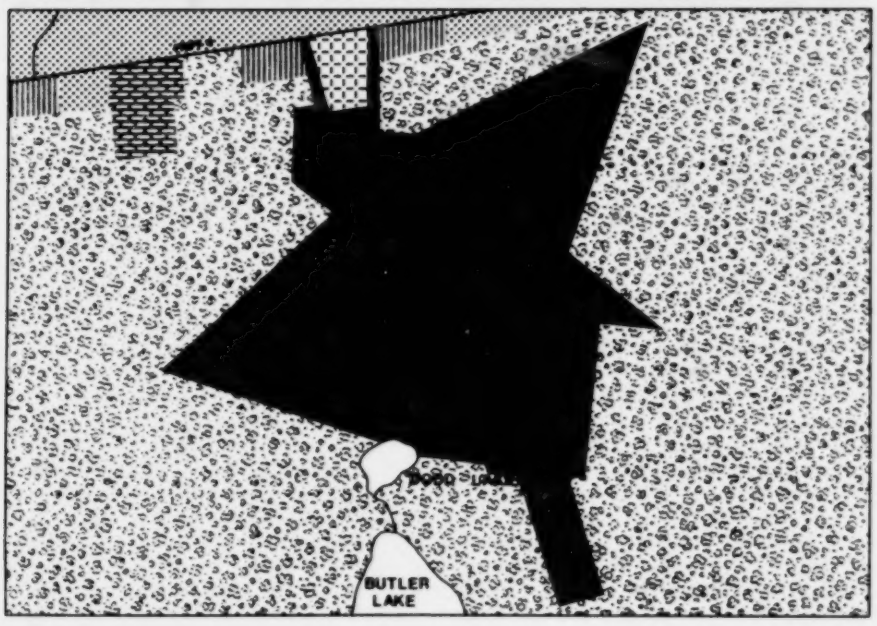
PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Figure 39

Sydney Airport, Sydney
Aéroport de Sydney

Highway #4, 17 km east of Sydney
Route 4, 17 km à l'est de Sydney

OWNER PROPRIÉTAIRE TC TC
CRPI RIC 1217 00602 MOT 003680
STUDY YEAR ANNÉE D'ÉTUDE 1982



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE / ÉCHELLE 1:50,000

8.2.39 TC Sydney Airport, Sydney

LOCATION: Highway 4, 17 km east of Sydney

SITE:
Area: 661.6 ha
Acquisition dates: 1905, 1974
Parking: Good on-site
Access: Good by public transit, car and foot
Zoning: Industrial

STRUCTURES:
Number: 23
Owner: TC
Occupant: TC
Use: Airport
Construction dates: The Air Terminal Building was built in 1967, the Equipment Garage and Fire Hall in 1965 and other buildings have various dates going back to the period when the site was an RCAF aerodrome.
Area: 6298 m^2 gross floor area (see attached list)
Storeys: Air Terminal Bldg. (5), ILS Localizer Rny 07(2), Versatile Air Services (2), all others (1).

SURROUNDING LAND USE: Vacant, commercial, residential, institutional (wooded areas)

CRPI CODE: 1217006 02 MOTO 03680

Sydney Airport is the only regional airport on Cape Breton Island and is owned and operated by TC. It was first established in 1929 by the Cape Breton Flying Club. During the Second World War it served as an RCAF training base and after the war was transferred to Transport Canada.

The property includes an asphalt paved access road 1 km in length and an asphalt paved service road 1 km in length. There are a number of other paved and gravel service roads located on the site. The following buildings are located on the site:

T- 5	Well and Pumphouse (wood frame)	
T- 9	Remote Receiver Building (steel reinforced concrete block)	43.38
T-12	ILS Localizer Rny. 19 (wood frame)	78.77
T-13	ILS Glidepath Building Rny. 19 (wood frame)	12.72
T-15	ILS Middle Marker Rny. 07 (wood frame)	12.72
T-16	ILS Localizer Rny. 07 (wood frame)	78.77
T-17	ILS Glidepath Building Rny. 07 (wood frame)	12.72
T-36	Equipment Garage and fire hall (steel frame-brick veneer)	1372.59
T-37	Field Electrical Centre (concrete block)	178.36
T-40	VOR-TACAN Building (wood frame - steel siding)	98.93
T-41	UHF/VHF Transmitter Bldg. (concrete block - steel siding)	43.38
T-42	Air Terminal Bldg. (steel frame - brick veneer)	1621.84
T-43	Sewage Treatment Plant and Chlorinator (concrete block)	85.93
T-44	Water Reservoir and Pumphouse (concrete)	130.06

T-45 *	Eastern Flying Services (steel frame)(20 years from 1967)	445.92
T-46 *	Air Canada Garage (steel frame) (20 years from 1966)	277.96
T-47	Sand Storage Bldg. (steel frame - brick veneer)	120.77
T-48	Well and Pump Vault (concrete and steel)	1.48
T-49	D.O.T. Hangar (steel frame)	175.20
T-50 *	Okanagon Helicopter Ltd. (steel frame) (20 years from 1969)	743.20
T-51 *	Versatile Air Services (steel frame) (5 years from 1978)	743.20
T-53 *	Airconsul (concrete) (5 years from 1980)	20.07
	TOTAL gross floor area (m^2)	6297.97

* Privately owned structures on leased parcels of land and not in the building inventory of TC.

The two operating runways were resurfaced in 1978 and 1980. A third summer runway is in use for small aircraft. The only recent renovation to the structures of note was the addition of an expanded sterile holdroom for passengers in 1979. Buildings and structures including runways and aircraft operating surfaces cover approximately 15% of the property. An additional 10% is used for circulation and vehicle parking areas. The balance of the property is either landscaped or wooded, including some bogs.

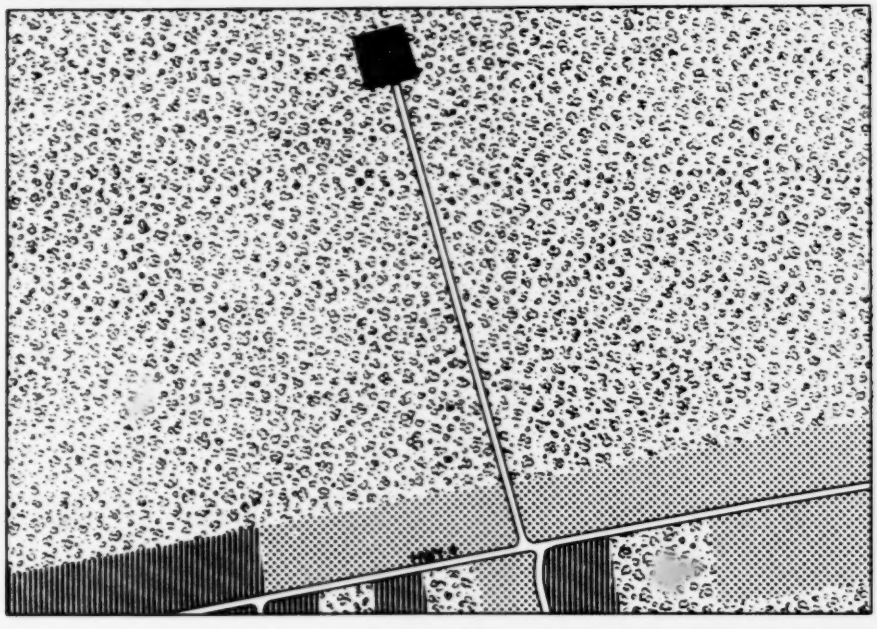
PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Figure 40

[redacted]

Near the end of Runway 19
Près de l'extrémité de la piste 19

OWNER PROPRIÉTAIRE
TC TC
CRPI RIC
1217 00602 MOT 003684
STUDY YEAR ANNÉE D'ÉTUDE
1982



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE / ÉCHELLE 1 8,300

8.2.40 TC Middle Marker Site, Sydney Airport

LOCATION: Near the end of Runway 19

SITE:
Area: 0.4 ha
Acquisition date: 1969
Parking: Good on-site
Access: Good by TC radio equipped vehicles only.
Zoning: Agricultural

STRUCTURES:
Number: 2
Owner: TC
Occupant: TC
Use: Telecommunications facility
Construction date: 1969
Area: 11 m^2 gross floor area
Storeys: 1

SURROUNDING LAND USE: Vacant, institutional

CRPI CODE: 1217006 02 MOTO 03684

The wood frame telecommunications building includes an attached 30 metre steel tower. The property is accessible by a 549 metre long easement. One per cent of the property is covered by structures. The property sets aside a buffer zone for tower fall radius.

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Figure 41

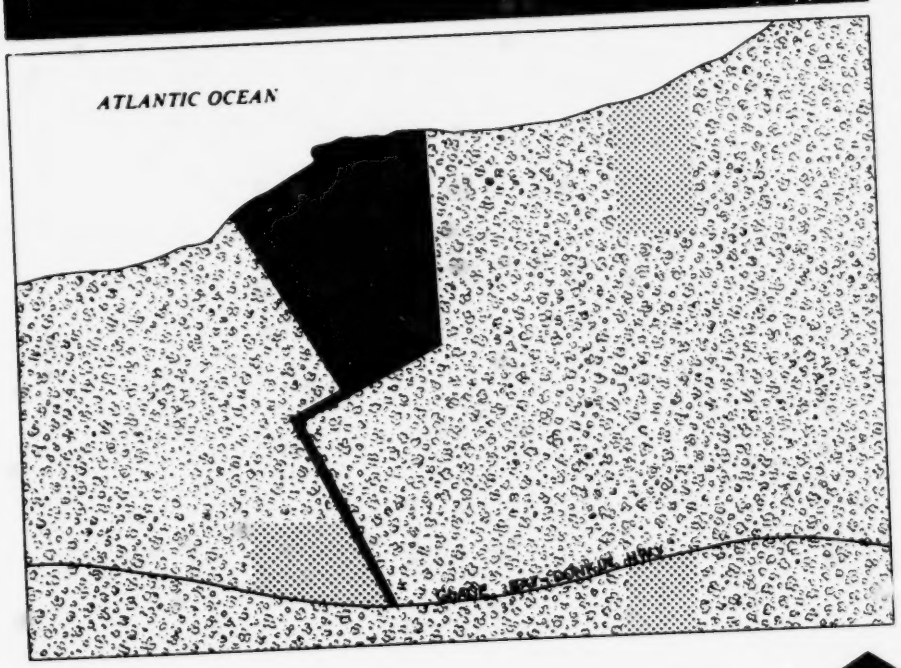
Transmitter Site, Port Caledonia
Site d'émetteur, Port Caledonia

2 km west of Donkin
2 km à l'ouest de Donkin

OWNER/PROPRIÉTAIRE
TC/TC

CRPI/RIC:

STUDY YEAR/ANNÉE D'ÉTUDE
1982



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE / ÉCHELLE 1:12,500

8.2.41 TC Transmitter Site, Port Caledonia

LOCATION: 2 km west of Donkin

SITE:
Area: 16.6 ha
Acquisition date: 1978
Parking: Good on-site
Access: Good by car and foot (restricted to government vehicles)
Zoning: Agricultural 1(A1)

STRUCTURES:
Number: 5
Owner: TC
Occupant: TC
Use: Radio Transmitter Site
Construction date: 1979
Area: 74 m^2 gross floor area
Storeys: 1

SURROUNDING LAND USE: Vacant, residential

CRPI CODE: Not included in the CRPI.

The Port Caledonia radio transmitter site provides ship-to-shore radio services to vessels using the Gulf of St. Lawrence and the North Atlantic Ocean.

The site includes a 482 metre long gravel surfaced access road. The structures on the site include a concrete block telecommunications building and four steel towers. Less than 1% of the property is covered by structures.

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Figure 42

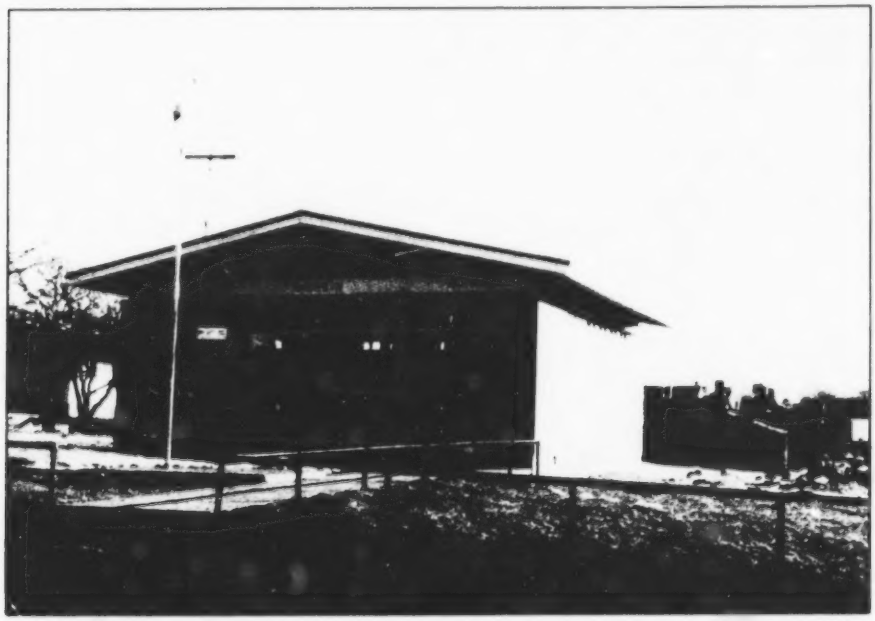
Post Office, Donkin
Bureau de poste de Donkin

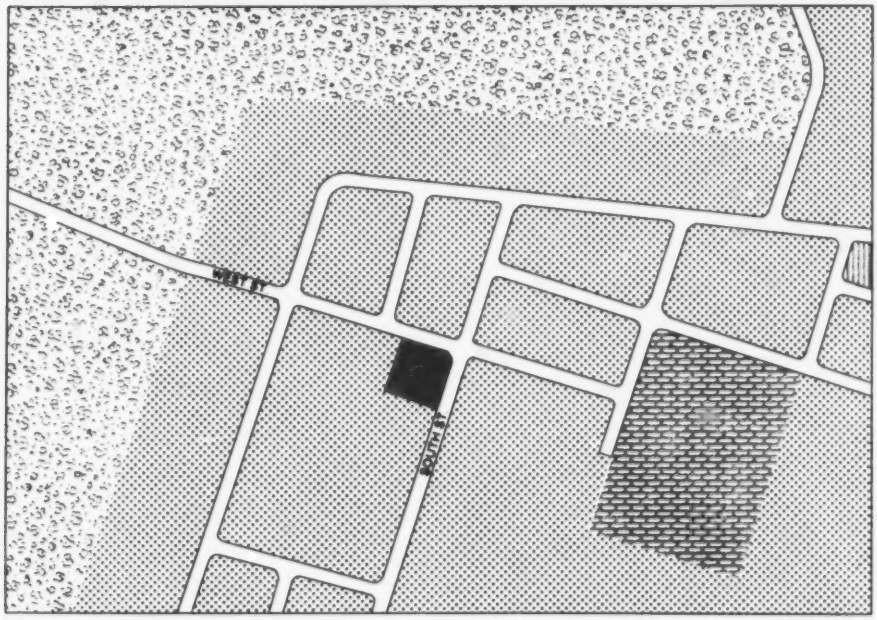
South Street and West Street
Angle des rues South et West

OWNER PROPRIÉTAIRE
CPC/SCP

CRPI RIC:
1217 00602 DPW 003663

STUDY YEAR / ANNÉE D'ÉTUDE
1982





LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE / ÉCHELLE 1:6,000

8.2.42 CPC Post Office, Donkin*

LOCATION: South Street and West Street

SITE:
Area: 0.1 ha
Acquisition date: 1964
Parking: Good on-site, 1 designated
Access: Good by car and foot
Zoning: Commercial

STRUCTURE:
Number: 1
Owner: CPC
Occupant: CPC
Use: Postal processing
Construction date: 1965
Area: 56 m^2 (gross), 49 m^2 (rentable)
Storeys: 1

SURROUNDING LAND USE: Residential, institutional

CRPI CODE: 1217006 02 DPWO 03663

The Donkin Post Office property includes a wood frame building with brick veneer. Ten per cent of the site is covered by structures. Fifteen per cent of the site is service area, 25% of the property is used for parking, and the remaining 50% is vacant or landscaped.

* As of July 15, 1982 by Order in Council PC 1982-2091, pursuant to the 1981 Canada Post Corporation Act, this property has been transferred from PWC to CPC, effective October 16, 1981.

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Figure 43

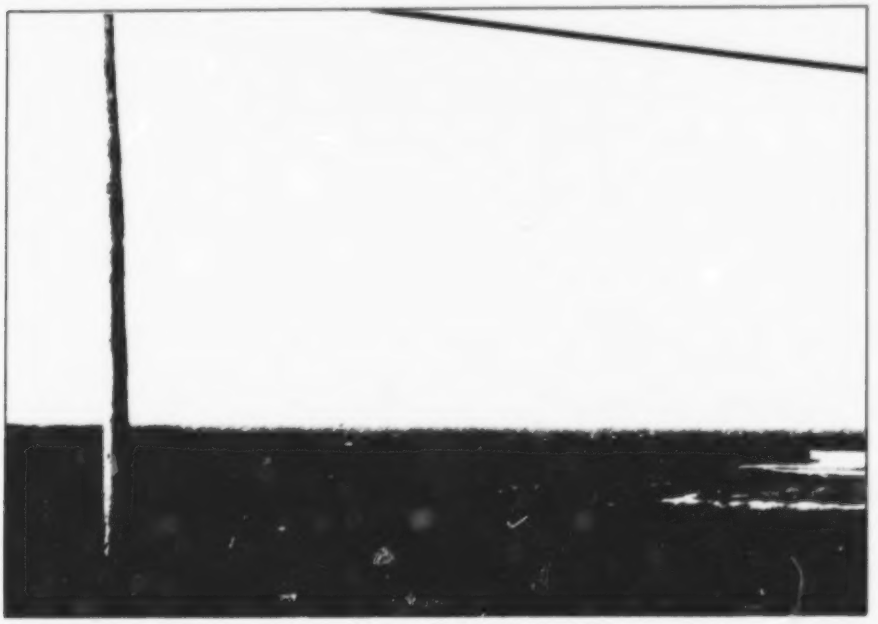
Marine Radio Site, Donkin
Emplacement d'un radio maritime

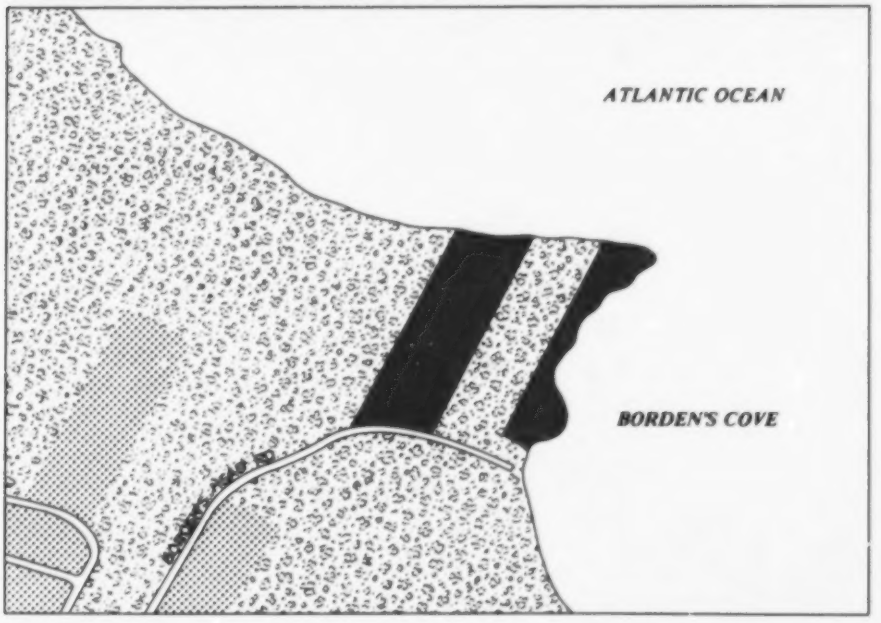
Borden's Head
Borden's Head

OWNER PROPRIÉTAIRE
TC TC

CRPI RIC
1217 00602 MOT 103688

STUDY YEAR ANNÉE D'ÉTUDE
1982





LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE · ÉCHELLE 1:8 300

8.2.43 TC Marine Radio Site, Donkin

LOCATION: Borden's Head

SITE:
Area: 3.4 ha
Acquisition date: 1978
Use: Vacant land
Parking: N/A
Access: Poor by car, foot and boat
Zoning: Rural residential

STRUCTURE: None

SURROUNDING LAND USE: Vacant, residential

CRPI CODE: 1217006 02 MOT1 03688

The Donkin Marine Radio Site includes two separate vacant parcels of heath-covered land and scrub spruce-covered land.

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Figure 44

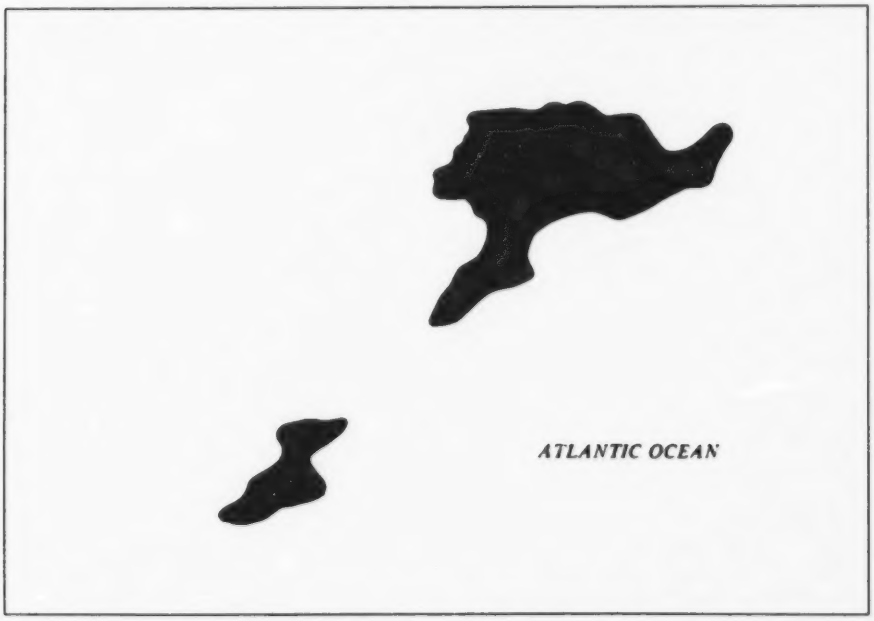
Flint Island Light Station, Northern Head
Station de phare de l'Île Flint, Northern Head

3 km east of Cape Percé
3 km à l'est de Cap Percé

OWNER PROPRIÉTAIRE
TC TC

CRPI RIC:
1217 00602 MOT 103685

STUDY YEAR / ANNÉE D'ÉTUDE
1982



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE / ÉCHELLE 1:6 000

8.2.44 TC Flint Island Light Station, Northern Head

LOCATION: 3 km east of Cape Percé

SITE:
Area: 1.8 ha
Acquisition date: 1912
Parking: None
Access: Good by boat and helicopter

STRUCTURES:
Number: 4
Owner: TC
Occupant: TC
Use: Light and fog alarm station
Construction date: 1961
Area: Residence 108 m^2
Residence 84 m^2
Boathouse 56 m^2
Lighthouse 52 m^2
TOTAL 300 m^2 gross floor area
Storeys: Various

SURROUNDING LAND USE: Vacant

CRPI CODE: 1217006 02 MOT1 03685

The TC lighthouse and fog alarm site is located on the northern outcropping of Flint Island. The southern outcropping is vacant. Access to the island is only possible by air or water.

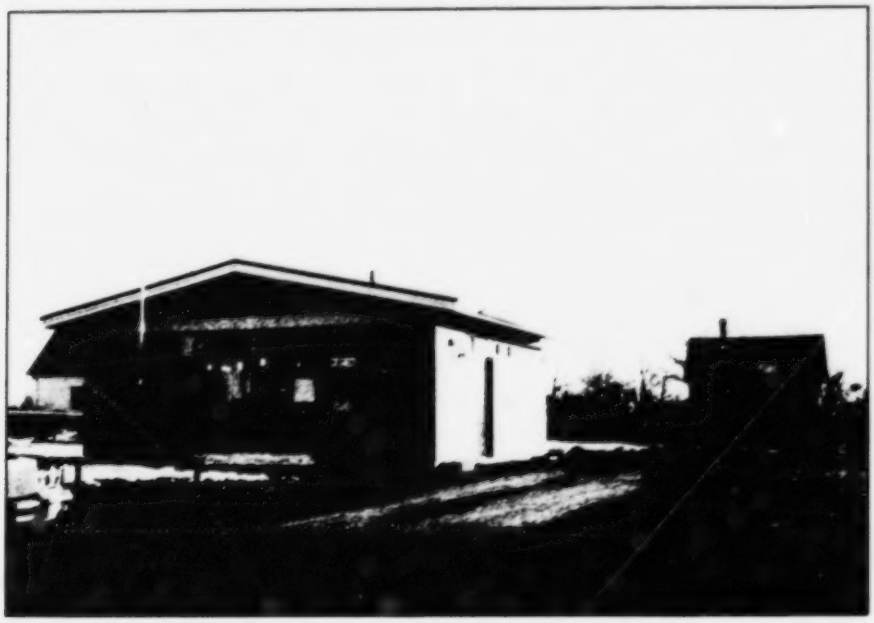
PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

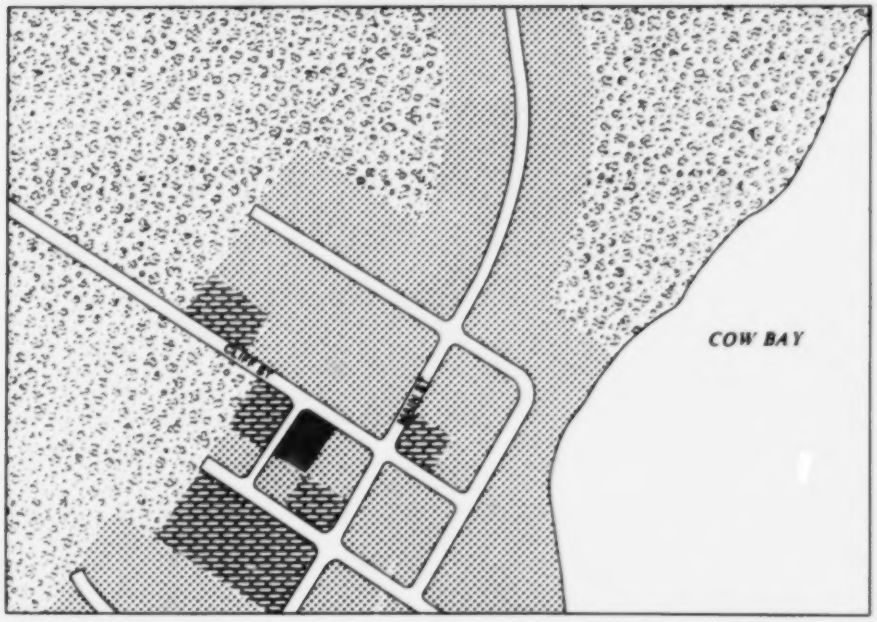
Figure 45

Post Office, Port Morien
Bureau de poste de Port Morien

Cliff Street
Rue Cliff

OWNER PROPRIÉTAIRE
CPC/SCP
CRPI RIC
1217 00602 DPW 003667
STUDY YEAR ANNÉE D'ÉTUDE
1982





LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE / ÉCHELLE 1:6,000

8.2.45 CPC Post Office, Port Morien*

LOCATION: Cliff Street

SITE:
Area: 0.1 ha
Acquisition date: 1965
Parking: Good off-street
Access: Good by car and foot
Zoning: Commercial

STRUCTURE:
Number: 1
Owner: CPC
Occupant: CPC
Use: Postal processing
Construction date: 1965
Area: 56 m^2 (gross), 49 m^2 (rentable)
Storeys: 1

SURROUNDING LAND USE: Residential, institutional

CRPI CODE: 1217006 02 DPWO 03667

The Port Morien Post Office property includes a wood frame building with brick veneer. Five per cent of the site is covered by structures and 15% by service area and parking. The remaining 80% is landscaped or vacant.

* As of July 15, 1982 by Order in Council PC 1982-2091, pursuant to the 1981 Canada Post Corporation Act, this property has been transferred from PWC to CPC, effective October 16, 1981.

TC MARINE NAVIGATION AIDS
TC AIDES À LA NAVIGATION MARITIME

SCALE ÉCHELLE 1:225.000

Figure 46–50

TC MARINE NAVIGATION AIDS
TC AIDES À LA NAVIGATION MARITIME

Figure 46

Figure 48

8.2.46 - 8.2.50 TC MARINE NAVIGATION AIDS

PROPERTY	LOCATION	ACQUISITION DATE(S)	AREA (ha)	CRPI CODE
A:				
8.2.46 Range Lights a. Front light b. Rear light	Sydney Northwest Arm Sydney Harbour	1904	0.9 ha	1217016 04 MOT1 03747 MOT1 03757
8.2.47 Sydney Bar Lighthouse	Sydney Harbour	1874	0.5 ha	1217006 02 MOT1 03678
B:				
8.2.48 Range Lights a. Front light b. Rear light (outer)	Little Bras D'Or Mill Creek	1943	0.1 ha	1217016 04 MOT1 03748 MOT1 03749 MOT1 03750 MOT1 03753 MOT1 03754
8.2.49 Range Lights a. Front light b. Rear light (inner)	Little Bras D'Or Mill Creek	1970 1975, 1977	0.2 ha	1217016 04 MOT1 03755 MOT1 03756 MOT1 03758
8.2.50 Back Range Light Site	Glace Bay	-	0.1 ha	1217009 02 MOT1 03695 MOT1 03696

TC MARINE NAVIGATION AIDS - CATEGORIES

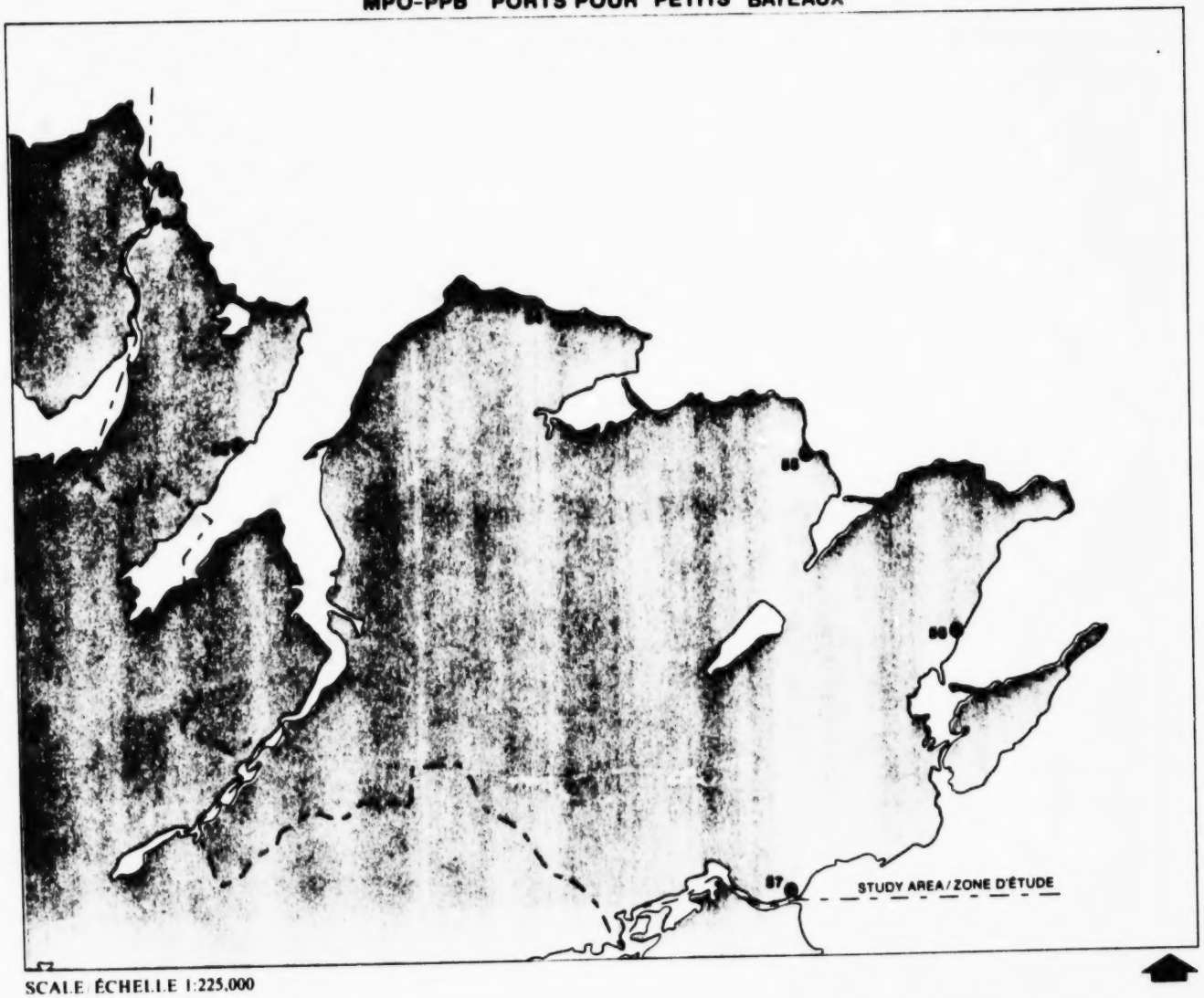
A: The two TC light sites in category "A" include red and white towers of wood or concrete construction which are navigation aids for Sydney Harbour. The structures vary in height from 8 metres to 10 metres.

The Northwest Arm Range Lights are accessible by car or by foot and are located close to the Sydney Harbour shoreline on Point Edward. The two properties are serviced by gravelled access roads.

The Sydney Bar Lighthouse is situated on a submerged bar in Sydney Harbour. An equipment shed is located on the tip of South Bar and is serviced by an underwater cable from the mainland. The lighthouse is accessible by helicopter or boat. The equipment shed site is accessible by car, foot or boat.

B: The three TC light sites in category "B" include steel or aluminum, skeleton towers with yellow day mark targets or vertical stripes.

DFO-SCH SMALL CRAFT HARBOURS
MPO-PPB PORTS POUR PETITS BATEAUX



SCALE ÉCHELLE 1:225,000

Figure 51-57

DFO-SCH SMALL CRAFT HARBOURS
MPO-PPB PORTS POUR PETITS BATEAUX

Figure 52

Figure 56

8.2.51 - 8.2.57 DFO-SCH SMALL CRAFT HARBOURS

PROPERTY	LOCATION	ACQUISITION DATE(S)	AREA (ha)	CRPI CODE
8.2.51	Alder Point Little Bras D'Or	1962	1.1 ha	1217016 04 DPWO 03736
8.2.52	Oyster Creek, Alder Point Road Little Bras D'Or		0.1 ha	Not reported to CRPI, title under study
8.2.53	Ballast Grounds Marina, North Sydney	1938, 1943, 1946, 1954, 1964	5.0 ha* (estimated)	1217016 04 DPWO 03762
8.2.54	Beech Street, New Waterford	1978	3.8 ha	1217016 04 DPWO 03702
8.2.55	Glace Bay	1904, 1919, 1929, 1934	11.0 ha	1217009 02 DPWO 03692
8.2.56	Port Morien	1876	14.6 ha	1217006 02 DPWO 03673
8.2.57	Mira Gut	1961	0.1 ha	1217006 02 DPWO 03669

* Area estimated by DFO-SCH
CRPI only indicates 0.3 ha for a right of way.

The Sydney Area Screening Canada study area includes 7 Small Craft Harbours properties. Alder Point, Oyster Creek, Ballast Ground Marina and Glace Bay include wooden crib wharves, marginal wharves and associated waterlots New Waterford and Port Morien include concrete crib wharves and concrete marginal wharves and associated waterlots. Alder Point, Ballast Ground Marina, New Waterford, Glace Bay, Port Morien and Mira Gut include former properties for which administration and control were transferred from PWC marine to DFO-SCH by PC 1979-2522 dated 20 September 1979. The Small Craft Harbours provide valuable protection to the fishing vessels in Industrial Cape Breton.

PWC PROPERTIES RELATED TO MARINE ACTIVITIES
TPC PROPRIÉTÉS RELIÉES À DES ACTIVITÉS MARITIMES

SCALE ÉCHELLE 1:225,000

Figure 58-70

PWC PROPERTIES RELATED TO MARINE ACTIVITIES
TPC PROPRIÉTÉS RELIÉES À DES ACTIVITÉS MARITIMES

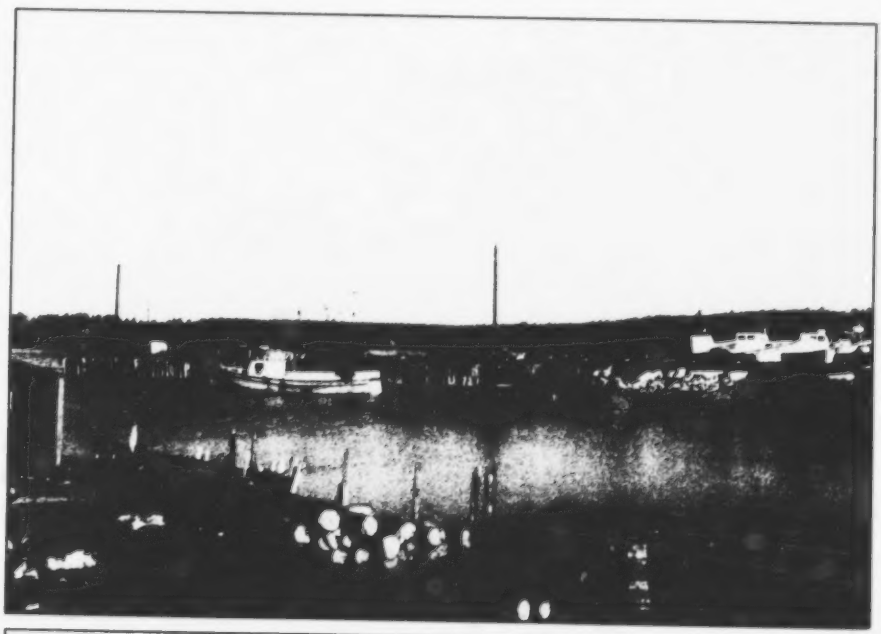


Figure 58

Figure 63

Figure 58–70

PWC PROPERTIES RELATED TO MARINE ACTIVITIES
TPC PROPRIÉTÉS RELIÉES À DES ACTIVITÉS MARITIMES

Figure 64

8.2.58 - 8.2.70 PWC PROPERTIES RELATED TO MARINE ACTIVITIES

PROPERTY	LOCATION	ACQUISITION DATE(S)	AREA (ha)	CRPI CODE
A:				
8.2.58 Wharf & Approach	McReadyville	1948	0.4 ha	1217016 04 DPWO 03736
8.2.59 Breakwater Site	Indian Beach Sydney			1217018 04 DPWO 03764
8.2.60 Finished Products Landing Wharf	Sydney	1974	9.1 ha	1217014 04 DPWO 03716
8.2.61 Breakwater & Approach	South Bar Sydney Harbour	1913, 1949	41.7 ha	1217006 02 DPWO 03674
8.2.62 Breakwater Access	South Bar		0.1 ha	DPWO 03675
B:				
8.2.63 Wharf Access	Point Edward	1895	0.2 ha	1217016 04 DPWO 21872
C:				
8.2.64 Swivel Point Wharf	Lloyds Cove with Right-of-way to Cable St., Sydney Mines	1930	0.4 ha	DPWO 03740
8.2.65 Lloyds Cove	Swivel Point, Sydney Mines	1930	0.4 ha	DPWO 03741
8.2.66 Public Wharf	Barrington Cove South of Public Road, Sydney Mines	1910	1.4 ha	DPWO 03767
8.2.67 Wharf and Access	From Public Hwy., Westmount North	1931	0.2 ha	DPWO 03737
8.2.68 Wharf	Foot of Beach St., Westmouth South	1931	0.2 ha	DPWO 03738
8.2.69 Wharf Site	Whitney Pier Sydney	1907	1.8 ha	1217014 04 DPWO 03714
8.2.70 Wharf Site & Approach	Round Island Mira Bay	1914	1.1 ha	1217006 02 DPWO 03671

PWC PROPERTIES RELATED TO MARINE ACTIVITIES

These PWC properties provide shore access and wharf facilities for the general public. Category "A" properties have existing wooden crib or concrete crib wharf facilities. Category "B" and Category "C" properties have had wharf facilities and access roads in the past. Wharf facilities are now non-existent at these properties.

8.2.71 - 8.2.75 PARKS CANADA: NATIONAL HISTORIC SITES

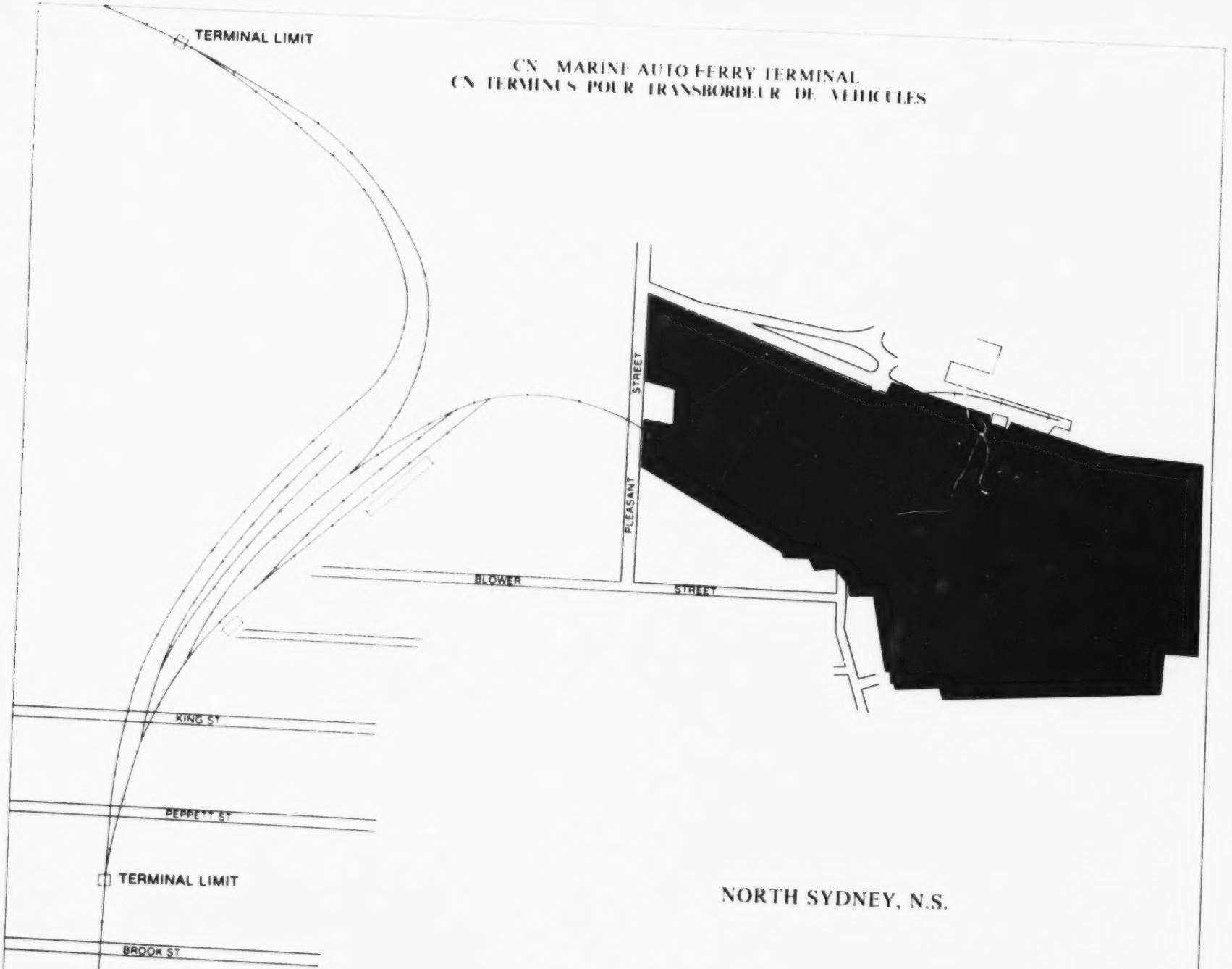
8.2.71 DOE-PC - Les Sieurs De La Boularderie, Alder Point
Location: Alder Point
Site Area: 0.1 ha
CRPI Code: not included in the CRPI

8.2.72 DOE-PC Cape Breton - Newfoundland Cable, North Sydney
Location: Western Union Telegraph Building
Site Area: 0.0 ha
CRPI Code: not included in the CRPI

8.2.73 DOE-PC - Sir John George Bourinot
Joseph Frederick Wallet Des Barres, Sydney
Location: Esplanade at York Street
Site Area: 0.1 ha
CRPI Code: not included in the CRPI

8.2.74 DOE-PC - Transatlantic Wireless, Glace Bay
Location: Timmerman and Vivian Streets
Site Area: 0.1 ha
CRPI Code: not included in the CRPI

8.2.75 DOE-PC - Canada's Coal Industry, Port Morien
Location: Intersection of Glace Bay and Donkin Highways
Site Area: 0.1 ha
CRPI Code: 1217006 02 DOE2 03677


TERMINAL LIMIT
CN MARINE AUTO FERRY TERMINAL
CN TERMINUS POUR TRANSBORDEUR DE VEHICULES
PLEASANT STREET
BLOWER STREET
KING ST
PEPPER ST
TERMINAL LIMIT
BROOK ST
NORTH SYDNEY, N.S.

8.2.76 CM AUTO FERRY TERMINAL

Location: Purves and Forrest Streets, North Sydney
Site Area: 14.8 ha
CRPI Code: 1217016 04 MOT1 03746
1217018 04 MOT1 03765
1217018 04 DPWO 03763

APPENDIX A

GLOSSARY OF TERMS

ECONOMIC LIFE

The estimated period over which it is anticipated that a property may profitably be utilized. The period over which a property will yield a return on the investment, over and above the economic rent due to land. This period can never exceed, and generally is shorter than, the physical life of the improvements.

EXCESS

No longer required for operational purposes by a particular department. See "Surplus Property Procedures".

FLM

Federal Land Management - FLM policy required that departments plan their acquisition, use and disposal of lands in a manner consistent with the principle that federal lands should be managed so as to combine the efficient provision of government services with the achievement of wider social, economic and environmental objectives.

GROSS AREA - (Outside Gross)

That area measured from the outside surface of the outer building wall to the outside surface of the opposite building wall, for the area of each floor, without any deductions for opening which occur within the floor area. Where balconies and mezzanine floors occur within the exterior walls of the building, the actual area of these is measured and included.

HERITAGE DESIGNATION

The PWC Heritage Policy applies to all PWC owned structures constructed prior to 1945. Each structure is assessed according to the policy, and when heritage value is present it is designated as follows:

"Important" - deserve the most careful attention. These properties require immediate attention. Their exteriors must be returned to or kept at a certain standard and they may contain interior spaces which must be preserved or even reconstructed. They may not be added to in most cases.

"Preserve" - will serve well if rehabilitated. Exteriors are to be maintained or restored and most often, interior modification may proceed unhindered. They might be added to with sensitivity.

"Maintain" - require no special consideration beyond normal maintenance. This is a holding category for buildings which might find a clearer value in their communities as time goes by.

"Insignificant" - no appreciable heritage or social value.

NON-HABITABLE VACANT SPACE

Space which, by reason of design and/or condition, cannot be used to satisfy client requirement.

PROPERTY

Generally refers to an area of land plus any structures that may be located thereon.

RENTABLE FLOOR AREA

That area within the outside walls computed by measuring from the inside surface of the outer building wall to the inside surface of the opposite outer building wall, except where the outer building wall consists of 50% or more glass. In the latter case, the area is computed by measuring the innermost inside surface of such glass to the inside surface of the opposite outer building wall or glass, whichever is applicable. The area includes columns and projections necessary to the building structure but excludes Building Service Area (i.e. furnace rooms, public stairs, etc.).

SURPLUS PROPERTY PROCEDURES

When a federal department or agency no longer has any use for a property (improved or unimproved land, including waterlots), it completes a "Notice of Excess Crown Property" form, which PWC circulates to other departments. If another department has expressed an interest in acquiring the property, this fact is taken into consideration by PWC which makes a recommendation to TBAC/FLM on the federal departmental or agency transfer of the property. When there is no federal interest, the property may be declared surplus for disposal under the Surplus Crown Assets Act. If a property is determined surplus to federal requirements, Real Estate Services Disposal Guidelines regulate the priority of disposal action and terms of sale (i.e. provincial, municipal, public tender, etc.) or lease. Structures (without land) surplus to departmental requirements are simply reported surplus under the Surplus Crown Assets Act and do not require TBAC/FLM review.

USABLE FLOOR AREA

The area within the outside walls measured and computed in the same manner as "Rentable Area" but excluding common use areas which serve the entire floor or building, known as Accessory Area (e.g. washrooms, cafeterias).

APPENDIX B

ABBREVIATIONS

Department and Agency Abbreviations

AECL	Atomic Energy of Canada Ltd.
AGR	Agriculture Canada
CBC	Canadian Broadcasting Corporation
CCA	Consumer and Corporate Affairs
CEIC	Canada Employment & Immigration Commission
CMHC	Canada Mortgage and Housing Corporation
CN	Canadian National Railway
CPC	Canada Post Corporation
CSC	Correctional Service Canada
DOC	Department of Communications
DOE	Environment Canada
DOE-PC	Parks Canada
DFO	Department of Fisheries and Oceans
DFO-SCH	Small Craft Harbours
DND	National Defence
DRIE	Regional Economic and Industrial Expansion
DVA	Veterans' Affairs
EA	External Affairs
EMO	Emergency Measures Organization
EMR	Energy, Mines and Resources
EPS	Environmental Protection Services
HWC	Health and Welfare Canada
INA	Indian and Northern Affairs
LAB	Labour Canada
NFB	National Film Board
NHB	National Harbours Board
PWC	Public Works Canada
RC-C&E	Revenue Canada, Customs and Excise
RC-T	Revenue Canada, Taxation
RCMP	Royal Canadian Mounted Police
TC	Transport Canada
TC-CCG	Transport Canada Canadian Coast Guard

General Abbreviations

CBD	Central Business District
CBDC	Cape Breton Development Corporation
CRPI	Central Real Property Inventory, PWC
GOCB	Government of Canada Building
PC	Private Council
RCAF	Royal Canadian Air Force
SYSCO	Sydney Steel Corporation
TBAC/FLM	Treasury Board Advisory Committee of Federal Land Management, chaired by a representative of the Treasury Board Secretariat and the permanent members are representatives of PWC, DOE and CMHC.

APPENDIX C

ASC PUBLISHED REPORTS

Newfoundland

St. John's

Nova Scotia

Halifax Dartmouth

Prince Edward Island

Charlottetown

New Brunswick

Fredericton
Saint John

Quebec

Lower St. Lawrence
Gaspé and the Magdalen Islands
Granby
Haut-Saguenay
Lac St. Jean
Quebec Urban Community
Sorel
St. Hyacinthe
Valleyfield

Ontario

Cornwall
Guelph
Hamilton
Kitchener-Waterloo
London
Metropolitan Toronto
Mid-Seaway Corridor
Mississauga
Niagara Region
North Bay
Oakville
Peterborough
Sault Ste. Marie
Sudbury
Thunder Bay
Timmins
Waterloo Regional Municipality
Windsor

Manitoba

Winnipeg

Saskatchewan

Regina
Saskatoon

British Columbia

Fraser Valley
Okanagan Region
The Kootenays
Vancouver (map only)

Yukon

Whitehorse

REGION DE SYDNEY REGION

NOVA SCOTIA NOUVELLE-ECOSSE

FEDERAL PROPERTY
PROPRIÉTÉ FÉDÉRALE

SCALE 1:125,000 ÉCHELLE

METRES 5000 0 5000 MÈTRES

Public Works Canada / Travaux publics Canada

N

ATLANTIC OCEAN

SPANISH BAY

SYDNEY HARBOUR

SYDNEY MINES

NORTH SYDNEY

CHANNEL

ST. ANDREWS

NORTH WEST ARM

SOUTH ARM

SYDNEY

NEW WATERFORD

INDIAN BAY

LINGAN BAY

DOMINION

RESERVE MINES

GLACE BAY

GLACE BAY

DONKIN

MORIEN BAY

PORT MORIEN

MIRA BAY

48a 48b 58 51 71 49a 49b 52 1 2 65 64 28 27 30 59 61 62 47 4, 5, 53, 76 8 46a 46b 68 24 26 69 60 25 9 21 67 68 10 13 12 11 32 74 33 55 41 43 42 44 38 37 40 39 36 75 45 56 70 57

LEGEND OF FEDERAL PROPERTIES
LÉGENDE DES PROPRIÉTÉS FÉDÉRALES

SYDNEY
NOVA SCOTIA/NOUVELLE-ÉCOSSE

	Owner Designation and Title Propriétaire et titre		Address Adresse	Site Area (ha) Superficie (ha)
1.	CPC SCP	Government of Canada Building, Bras d'Or Immeuble fédéral de Bras d'Or	Highway 105 Route 105	0.1
2.	CPC SCP	Post Office, Florence Bureau de poste de Florence	Corner of Highway 5 & McKay Street Angle de la Route 5 et de la rue McKay	0.1
3.	CPC SCP	Government of Canada Building, Sydney Mines Immeuble fédéral de Sydney Mines	Corner of Main and King Streets Angle des rues Main et King	0.2
4.	TC TC	Government Wharf, North Sydney Quai fédéral de North Sydney	Corner of Purves and Forrest Streets Angle des rues Purves and Forrest	12.7
5.	TC TC	Harbour Terminal and Bonded Warehouse, North Sydney Terminus portuaire et entrepôt de North Sydney	Purves Street and Trans Canada Highway Rue Purves et Route Trans Canadienne	1.3
6.	CPC SCP	~~Government of Canada Building, North Sydney~~ Immeuble fédéral de North Sydney	Corner of Archibald and Prince Streets Angle des rues Archibald et Prince	0.3
7.	DND MDN	Military Accommodation, North Sydney Locaux militaires de North Sydney	Corner of Musgrave Street and Kelly's Beach Angle de la rue Musgrave et Kelly's Beach	0.5
8.	DND MDN	Vacant Land Terrain vacant	Sydney Harbourfront Harbourfront de Sydney	4.4
9.	TC TC	Canadian Coast Guard College Collège de la Garde côtière canadienne	Edwardsville	35.6
10.	CBC R-C	Transmitter Site Émetteur	Barron Road, West of Sydney River Chemin Barron à l'ouest de la rivière Sydney	6.3
11.	CBC R-C	CBIT TV Transmitter Émetteur de TV, CBIT, Sydney	Mira Road, 8 km Southeast of Sydney Chemin Mira, 8 km au sud-est de Sydney	1.4 leased/loué
12.	TC TC	Outer Marker site Radioborne extérieure	Mira Road, 8 km Southeast of Sydney Chemin Mira, 8 km au sud-est de Sydney	4.6
13.	DND MDN	Sydney Rifle Range Champ de tir de Sydney	Sydney Bypass Voie d'évitement de Sydney	89.1
14.	RCMP GRC	Married quarters Résidence familiale	65 Old Kings Road 65, chemin Old Kings	0.1
15.	RCMP GRC	Subdivision Headquarters Sydney Quartier général de la subdivision	Corner of Alexandra and Churchill Streets Angle des rues Alexandra et Churchill	0.5
16.	CBC R-C	Television and Radio Studios Studios de radio et de télévision	Corner of Alexandra Road and Tower Plaza Drive Angle du chemin Alexandra et de la promenade Tower Plaza	1.9
17.	PWC TPC	CEIC Building Édifice de la CEIC	Corner of George Street and Forbes Court Angle de la rue George et de la ruelle Forbes	0.1
18.	PWC TPC	Government of Canada Building, Sydney Édifice fédéral de Sydney	Dorchester, Charlotte and George Streets Rues Dorchester, Charlotte et George	1.9
19.	PWC TPC	Wharf and Approach, Sydney Quai et approche, Sydney	South of Esplanade, Amelia and York Streets Au sud des rues Esplanade, Amelia et York	1.8
20.	NHW SNSC	Sydney Clinic, Sydney Clinique de Sydney	63 Charlotte Street 63, rue Charlotte	0.6
21.	DND MDN	Canadian Forces Station, Victoria Park, Sydney Station des Forces canadiennes, Parc Victoria, Sydney	Corner of George and Des Barres Streets Angle des rues George et Des Barres	7.0
22.	CPC SCP	Post Office, Whitney Pier, Sydney Bureau de poste de Whitney Pier, Sydney	Corner of James Street and Victoria Road Angle de la rue James et du chemin Victoria	0.1
23.	TC TC	Sydney Harbour Waterlot, Sydney Lot de grève du port de Sydney	Muggah's Creek Anse Muggah	11.7
24.	DND MDN	Canadian Forces Station Station des Forces canadiennes	Lingan Road, 2 km Northeast of Sydney Chemin Lingan, 2 km au nord-est de Sydney	50.6
25.	TC TC	Transmitter site, Sydney Émetteur	Grand Lake Road and Highway 5 Chemin Grand Lake et Route 5	3.6
26.	RCMP GRC	Radio Repeater Station, Sydney Station de Radio-répéteur	Lingan Road Chemin Lingan	0.8
27.	CPC SCP	Post Office, New Victoria Bureau de poste de New Victoria	Highway 28 Route 28	0.1
28.	TC TC	Light Station, Low Point Station de phare de Low Point	Brown's Road Chemin Brown's	1.9
29.	CPC SCP	Government of Canada Building, New Waterford Édifice fédéral de New Waterford	Corner of Plummer and Smith Streets Angle des rues Plummer et Smith	0.2
30.	TC TC	Outer Marker Site Radioborne extérieure	Lingan Road Chemin Lingan	0.9
31.	CPC SCP	Government of Canada Building, Dominion Édifice fédéral de Dominion	Commercial and Union Streets Angle des rues Commercial et Union	0.1
32.	TC TC	Back Beam Marker site Radioborne d'alignement arrière	Wallace Road Chemin Wallace	4.1
33.	DND MDN	Sterling Road Armoury, Glace Bay Manège militaire du chemin Sterling, Glace Bay	Sterling Road Chemin Sterling	1.8
34.	CP CP	Government of Canada Building, Glace Bay Édifice fédéral de Glace Bay	Main and South Dominion Streets Rues Main et South Dominion	0.1

	Owner Designation and Title Propriétaire et titre		Address Adresse	Site Area (ha) Superficie (ha)
42.	CPC SCP	Post Office, Donkin Bureau de poste de Donkin	Corner of South and West Streets Angle des rues South et West	0.1
43.	TC TC	Marine Radio Site, Donkin Radio maritime de Donkin	Borden's Head	3.4
44.	TC TC	Flint Island Light Station, Northern Head Phare de l'Île Flint, Northern Head	9 km east of Cape Percé 9 km à l'est de Cap Percé	1.8
45.	CPC SCP	Post Office, Port Morien Bureau de poste de Port Morien	Cliff Street Rue Cliff	0.1
46-50.	TC TC	Marine Navigation Aids Aides à la navigation maritime		
46.	TC TC	Range Lights 'Front & Rear' Feux d'alignement de direction 'Avant et Arrière'	Sydney	0.9
47.	TC TC	Sydney Bar Lighthouse Phare de la barre de Sydney	Sydney Harbour Port de Sydney	0.5
48.	TC TC	Range Lights 'Front & Rear' 'Outer harbour' Feux d'alignement de direction 'Avant et Arrière' Avant-port	Little Bras d'Or	0.1
49.	TC TC	Range Lights 'Front & Rear' 'Inner harbour' Feux d'alignement de direction 'Avant et Arrière' Arrière-port	Little Bras d'Or	0.2
50.	TC TC	Back Range Light Site Feu d'alignement arrière de direction	Glace Bay	0.1
51-55.	DND MDN	Small Craft Harbours Ports pour petits bateaux		
51.	DND MDN	Wharf Quai	Alder Point	1.1
52.	DND MDN	Wharf Quai	Little Bras d'Or	0.1
53.	DND MDN	Wharf Quai	North Sydney	5.0 estimated/estimé
54.	DND MDN	Wharf Quai	New Waterford	3.8 estimated/estimé
55.	DND MDN	Wharf Quai	Glace Bay	11.0
56.	DND MDN	Wharf Quai	Port Morien	16.6
57.	DND MDN	Wharf Quai	White Rock	0.1
58-70.	PWC TPC	Properties related to Marine activities Propriétés reliées à les activités maritimes		
58.	PWC TPC	Wharf and Approach Quai et Approche	Mooseharbour	0.4
59.	PWC TPC	Breakwater Brise-lames	Sydney	8.2
60.	PWC TPC	Finished Products Landing Wharf Quai pour déchargement de produits finis	Sydney	9.1
61.	PWC TPC	Breakwater and Approach Brise-lames et Approche	Sydney Harbour Port de Sydney	41.7
62.	PWC TPC	Breakwater Access Accès au brise-lames	South Bar Barre Sud	0.1
63.	PWC TPC	Wharf Access Accès au quai	Point Edward	0.2
64.	PWC TPC	Swivel Point Wharf Quai de Swivel Point	Sydney Mines	0.4 leased/loué
65.	PWC TPC	Lloyds Cove Lloyds Cove	Sydney Mines	0.6
66.	PWC TPC	Public Wharf Quai fédéral	Sydney Mines	1.4
67.	PWC TPC	Wharf and Access Quai et Accès	Westmount North	0.2
68.	PWC TPC	Wharf Quai	Westmount South	0.2
69.	PWC TPC	Wharf, Whitney Pier Quai de Whitney Pier	Sydney	1.8
70.	PWC TPC	Wharf Site and Approach Quai et Approche	Mira Bay	1.1
71-75.	NHB LHN	National Historic sites Sites historiques nationaux		

ST. ANDREWS

4, 5, 53, 76

NORTH WEST ARM

SOUTH ARM

8

46a

46b

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72

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SYDNEY

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RESERVE MINES

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GLACE BAY

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DONKIN

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MORIEN BAY

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PORT MORIEN

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70

MIRA BAY

57

1.	DND MDN	Married quarters Résidence familiale	Kilometre 0 Dorchester Road Km 0, chemin Dorchester		0.1
2.	DND MDN	Subdivision Headquarters Sydney Quartier général de la subdivision	Corner of Alexandra and Churchill Streets Angle des rues Alexandra et Churchill		2.5
3.	CBC SRC	Television and Radio Studios Studios de radio et de télévision	Corner of Alexandra Road and Tower Plaza Drive Angle du chemin Alexandra et de la promenade Tower Plaza		1.0
4.	PWC TPC	CBC Building Édifice de la SRC	Corner of George Street and Forbes Court Angle de la rue George et de la ruelle Forbes		0.1
5.	PWC TPC	Government of Canada Building, Sydney Édifice fédéral de Sydney	Dorchester, Charlotte and George Streets Rues Dorchester, Charlotte et George		1.9
6.	PWC TPC	Wharf and Approach, Sydney Quai et approche, Sydney	South of Esplanade, Amelia and York Streets Au sud des rues Esplanade, Amelia et York		1.8
7.	NHW SBM	Sydney Clinic, Sydney Clinique de Sydney	65 Charlotte Street 65, rue Charlotte		0.4
8.	DND MDN	Canadian Forces Station, Victoria Park, Sydney Station des Forces canadiennes, Parc Victoria, Sydney	Corner of George and Des Barres Streets Angle des rues George et Des Barres		1.0
9.	CPC SCP	Post Office, Whitney Pier, Sydney Bureau de poste de Whitney Pier, Sydney	Corner of James Street and Victoria Road Angle de la rue James et du chemin Victoria		0.1
10.	TC TC	Sydney Harbour Waterlot, Sydney Lot de grève du port de Sydney	Muggah's Creek Anse Muggah		11.7
11.	DND MDN	Canadian Forces Station Station des Forces canadiennes	Lingan Road, 2 km Northeast of Sydney Chemin Lingan, 2 km au nord-est de Sydney		50.6
12.	TC TC	Transmitter site, Sydney Émetteur	Grand Lake Road and Highway 5 Chemin Grand Lake et Route 5		1.6
13.	RCMP GRC	Radio Repeater Station, Sydney Station de Radio-répéteur	Lingan Road Chemin Lingan		0.8
14.	CPC SCP	Post Office, New Victoria Bureau de poste de New Victoria	Highway 28 Route 28		0.1
15.	TC TC	Light Station, Low Point Station de phare de Low Point	Brown's Road Chemin Brown's		1.0
16.	CPC SCP	Government of Canada Building, New Waterford Édifice fédéral de New Waterford	Corner of Plummer and Smith Streets Angle des rues Plummer et Smith		0.2
17.	TC TC	Outer Marker Site Radioborne extérieure	Lingan Road Chemin Lingan		0.9
18.	CPC SCP	Government of Canada Building, Dominion Édifice fédéral de Dominion	Commercial and Union Streets Angle des rues Commercial et Union		0.1
19.	TC TC	Back Beam Marker site Radioborne d'alignement arrière	Wallace Road Chemin Wallace		4.1
20.	DND MDN	Sterling Road Armoury, Glace Bay Manège militaire du chemin Sterling, Glace Bay	Sterling Road Chemin Sterling		1.8
21.	CPC SCP	Government of Canada Building, Glace Bay Édifice fédéral de Glace Bay	Main and South Dolphin Streets Angle des rues Main et Dolphin sud		0.2
22.	RCMP GRC	Police Detachment, Glace Bay Détachement de police de Glace Bay	154 South Street 154, rue South		0.1
23.	AECL EACL	Heavy Water Plant, Glace Bay Usine de traitement de l'eau lourde, Glace Bay	Dominion Highway Route Dominion		607.0
24.	CPC SCP	Post Office, Reserve Mines Bureau de poste de Reserve Mines	Main Street Rue Main		0.1
25.	TC TC	Middle Marker Radioborne intermédiaire	1524 m from end of Runway 07 1524 m de l'extrémité de la piste 07		0.4
26.	TC TC	Sydney Airport Aéroport de Sydney	Highway 4 Route 4		661.6
27.	TC TC	Middle Marker Radioborne intermédiaire	Near the end of Runway 19 Près de l'extrémité de la piste 19		0.4
28.	TC TC	Transmitter site, Port Caledonia Émetteur de Port Caledonia	2 km West of Donkin 2 km à l'ouest de Donkin		16.6

29.	DND MDN	Wharf Quai	North Sydney	5.2 estimated/estimé
30.	DND MDN	Wharf Quai	New Waterford	5.8 estimated/estimé
31.	DND MDN	Wharf Quai	Glace Bay	11.0
32.	DND MDN	Wharf Quai	Port Morien	14.6
33.	DND MDN	Wharf Quai	Mira Road	0.1
34. 70.	PWC TPC	Properties related to Marine activities Propriétés reliées à des activités maritimes		
34.	PWC TPC	Wharf and Approach Quai et Approche	McNeabsville	0.4
35.	PWC TPC	Breakwater Brise-lames	Sydney	8.2
36.	PWC TPC	Finished Products Landing Wharf Quai pour déchargement de produits finis	Sydney	9.1
37.	PWC TPC	Breakwater and Approach Brise-lames et Approche	Sydney Harbour Port de Sydney	41.7
38.	PWC TPC	Breakwater Access Accès au brise-lames	South Bar Barre sud	0.1
39.	PWC TPC	Wharf Access Accès au quai	Point Edward	0.2
40.	PWC TPC	Swivel Point Wharf Quai de Swivel Point	Sydney Mines	0.4 leased/loué
41.	PWC TPC	Lloyds Cove Lloyds Cove	Sydney Mines	0.4
42.	PWC TPC	Public Wharf Quai fédéral	Sydney Mines	1.4
43.	PWC TPC	Wharf and Access Quai et Accès	Westmount North	0.2
44.	PWC TPC	Wharf Quai	Westmount South	0.2
45.	PWC TPC	Wharf, Whitney Pier Quai de Whitney Pier	Sydney	1.8
46.	PWC TPC	Wharf, Site and Approach Quai et Approche	Mira Bay	1.1
47. 75.	DOE-PC ECC-PC	National Historic Sites Sites historiques nationaux		
47.	DOE-PC ECC-PC	The Sieurs de la Boularderie Les Seigneurs de La Boularderie	Alder Point	0.1
48.	DOE-PC ECC-PC	Cape Breton - Newfoundland [illegible] Câble Cap Breton - Terre-Neuve	North Sydney	
49.	DOE-PC ECC-PC	Sir John George Bourinot - Joseph Frederick Wallet des Barres Sir John George Bourinot - Joseph Frederick Wallet des Barres	Sydney	0.1
50.	DOE-PC ECC-PC	Transatlantic Wireless Télégraphe transatlantique	Glace Bay	0.1
51.	DOE-PC ECC-PC	Canada's Coal Industry Industrie charbonnière canadienne	Port Morien	0.1
76.	CN CN	Marine Terminal Facilities, Auto Ferry Terminal Terminus maritime ferroviaire, Terminus pour le transbordement de véhicules	North Sydney	14.8

Notes: 1 The base map information was taken from an atlas Map 41 jointly produced by the Province of Nova Scotia and the Department of Regional Economic Expansion, 1979.

Cette carte a été tracée à partir d'une carte provenant d'un atlas (Carte 41 produit conjointement par la province de la Nouvelle-Écosse et du Ministère de l'Expansion économique régionale, 1979.

2 Additional information is current as of 1981.

L'information additionnelle sur les propriétés fédérales a été mise à jour en 1981.

POOR

QUALITY

ORIGINAL